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A meeting of the **Cabinet** will be held in Virtual on **Tuesday 6 April 2021** at **9.30 am**

MEMBERS: Mrs E Lintill (Chairman), Mrs S Taylor (Vice-Chairman), Mr R Briscoe, Mr A Dignum, Mrs P Plant, Mr A Sutton and Mr P Wilding

AGENDA

1 **Chair's Announcements**
The Chair will make any specific announcements for this meeting and advise of any late items which due to special circumstances will be given urgent consideration under Late Items.

2 **Approval of Minutes** (Pages 1 - 8)
The Cabinet is requested to approve as a correct record the minutes of its meeting on Tuesday 2 March 2021.

3 **Declarations of Interests**
Members are requested to make any declarations of disclosable pecuniary, personal and/or prejudicial interests they might have in respect of matters on the agenda for this meeting.

4 **Public Question Time**
In accordance with Chichester District Council's scheme for public question time as amended by Full Council on 24 September 2019 the Cabinet will receive any questions which have been submitted by members of the public in writing by noon two working days before the meeting. Each questioner will be given up to three minutes to ask their question. The total time allocated for public question time is 15 minutes subject to the Chairman's discretion to extend that period.

Please note that due to Easter the deadline for submission of public questions is midday on Wednesday 31 March 2021.

RECOMMENDATIONS TO COUNCIL

None.

KEY DECISIONS

5 **Approval to release funds from the Community Infrastructure Levy to West Sussex County Council to fund project IBP/665 Phase 1 Chichester Road Space Audit – Chichester Parking Management Plan** (Pages 9 - 17)
The Cabinet is requested to consider the report and its appendices and make the following resolution:

That Cabinet recommends approval of the release of £100,000 from the Community Infrastructure Levy to West Sussex County Council to part fund Infrastructure Business Plan project 665 Phase 1 Chichester Road Space Audit, Chichester Parking Management Plan. The project is estimated to be completed in April 2021.

6 **Covid 19 Ambassador Funding** (Pages 19 - 22)
The Cabinet is requested to consider the report and make the following resolutions:

1. That funding of £43,695 be approved from the COVID Contain Outbreak Management Fund (COMF), for an extension of the existing Ambassador Service to support the Council's Covid 19 business recovery in Chichester District until 21 June 2021.
2. That authority be delegated to the Strategic Leadership Team following consultation with the Leader and relevant Cabinet Member to allocate COMF funding to appropriate projects in accordance with the grant conditions.

OTHER DECISIONS

7 **Allocation of Commuted Sums to Deliver Affordable Housing** (Pages 23 - 25)
The Cabinet is requested to consider the report and make the following resolutions:

1. That the allocation of £60,000 commuted sum monies be approved to Midhurst Community Land Trust to fund the acquisition and delivery of 2 affordable rented dwellings at Park Crescent Midhurst.

2. That delegated authority be given to the Director of Housing and Communities to allow the payment of monies prior to practical completion to allow the trust to acquire the units subject to satisfactory discharge of planning conditions and receipt of solicitor's completion statement.

8 **Chichester City Local Cycling and Walking Infrastructure Plan** (Pages 27 - 215)
The Cabinet is requested to consider the report and is appendices and make the following resolution:

That the responses to the public consultation and approves adoption of the Chichester City Local Cycling and Walking Infrastructure Plan be noted.

9 **Urgent Decision Notice** (Page 217)
The Cabinet is requested to note the urgent decision notice to approve an amendment to the Council Tax Reduction scheme for 2021/22 following the Budget announcements on 3 March 2021.

10 **Late Items**

a) Items added to the agenda papers and made available for public inspection.

b) Items which the Chair has agreed should be taken as matters of urgency by

reason of special circumstances to be reported at the meeting.

11 **Exclusion of the Press and Public**
There are no restricted items for consideration at this meeting.

NOTES

(1) The press and public may be excluded from the meeting during any item of business wherever it is likely that there would be disclosure of 'exempt information' as defined in section 100A of and Schedule 12A to the Local Government Act 1972.

(2) The press and public may view the report appendices which are not included with their copy of the agenda on the Council's website at Chichester District Council - Minutes, agendas and reports unless they contain exempt information.

(3) A key decision means an executive decision which is likely to:

- result in Chichester District Council (CDC) incurring expenditure which is, or the making of savings which are, significant having regard to the CDC's budget for the service or function to which the decision relates or

- be significant in terms of its effect on communities living or working in an area comprising one or more wards in the CDC's area or

- incur expenditure, generate income, or produce savings greater than £100,000

NON-CABINET MEMBER COUNCILLORS SPEAKING AT THE CABINET

Standing Order 22.3 of Chichester District Council's Constitution provides that members of the Council may, with the Chairman's consent, speak at a committee meeting of which they are not a member, or temporarily sit and speak at the committee table on a particular item but shall then return to the public seating area.

The Leader of the Council intends to apply this standing order at Cabinet meetings by requesting that members should *normally* seek the Chairman's consent in writing by email in advance of the meeting. They should do this by noon on the Friday before the Cabinet meeting, outlining the substance of the matter that they wish to raise. The word normally is emphasised because there may be unforeseen circumstances where a member can assist the conduct of business by his or her contribution and where the Chairman would therefore retain their discretion to allow the contribution without the aforesaid notice.

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Minutes of the meeting of the **Cabinet** held in Virtual on Tuesday 2 March 2021 at 9.30 am

Members Present Mrs E Lintill (Chairman), Mrs S Taylor (Vice-Chairman), Mr R Briscoe, Mr A Dignum, Mrs P Plant, Mr A Sutton and Mr P Wilding

Members Absent

In attendance by invitation

Officers Present Mr T Ayling (Divisional Manager for Planning Policy), Mr S Ballard (Senior Environmental Protection Officer), Mr N Bennett (Divisional Manager for Democratic Services), Mrs K Dower (Principal Planning Officer (Infrastructure Planning)), Mrs A-M Ferrier (Planning Policy Officer), Mr A Frost (Director of Planning and Environment), Mr A Gregory (Project Manager - Estates), Mr D Henly (Senior Engineer (Coast and Water Management)), Miss L Higenbottam (Democratic Services Manager), Mrs J Hotchkiss (Director of Growth and Place), Mrs V McKay (Divisional Manager for Growth), Mrs S Peyman (Divisional Manager for Culture), Mr T Radcliffe (Human Resources Manager), Mrs D Shepherd (Chief Executive), Ms A Stevens (Divisional Manager for Environmental Protection) and Mr J Ward (Director of Corporate Services)

125 Chair's Announcements

There were no apologies for absence.

126 Approval of Minutes

RESOLVED

That the minutes of the Cabinet meeting held on 2 February 2021 and 16 February be approved as a correct record.

127 Declarations of Interests

With regard to agenda item 9 Cllr Dignum declared a personal interest as a Chichester District Council appointed member of Chichester Community Development Trust.

128 **Public Question Time**

The following questions were asked by Ian Sumnall in relation to agenda item 7, Local Plan Review:

I am disappointed by the officers responses to suggested changes to Policy DM 8 , Transport, Accessibility and Parking, in the report before you, where their reaction to a suggestion that existing footpaths and cycleways should be protected is seen as '**overly restrictive**'. Could I suggest that this type response endangers the retention of Centurion Way from the developers of Whitehouse Farm Phase 2, for example. Some of you may recall that in your Local Plan for 1996 to 2006 your predecessors ensured Centurion Way's establishment by a policy which protected its route.

Q1 - If it was 'Fit for Purpose' then why is it not now?

I understand from correspondence between Mr. Ayling and Councillor Sharp that consideration is being given to a '**digital mapping layer' being appended** to the revised Local Plan showing various existing and proposed walking and cycling routes.

Q2 - Could I ask if such a 'digital layer' will have any legal standing?

Q3 - Why is it not proposed to include such routes, both existing and proposed in Supplementary Planning Guidance which you intend to use for other land use which would have statutory force?

Q4 - Finally your officers have previously been supplied with a copy of Policy 80 [Supporting Sustainable Access to Development] from the approved 2018 Local Plan for Cambridge City. Also of relevance is their Policy 5 [Sustainable Transport and Infrastructure]. If these policies have passed the test in Cambridge why are they not thought suitable for Chichester?

The following answers were provided by Cllr Taylor:

A1 - The response to Policy DM8 in the Preferred Approach Plan consultation in 2018 indicated that existing footpaths and cycleways must be "preserved" suggesting no change. While the principle of protecting cycleways and footpaths is fully supported, there may be occasions when a small change to part of the route could facilitate wider benefits – including environmental, safety or design improvements and as such, it is not appropriate that the policy should prevent consideration of these improvements, i.e. it should not be "overly restrictive". For example, in the course of considering proposed development, should a well-established route be found to jeopardise a protected habitat, species or historic feature, it might be entirely appropriate to suggest a small deviation, as part of the proposals, in the interests of biodiversity or heritage. It is therefore considered appropriate to allow a degree of flexibility in the policy to ensure that proposals consider the social, environmental and economic objectives - sustainable development.

While the reference to the 1996-2006 Local Plan is noted, when considering policies in the emerging Local Plan, reference to the current planning policy framework must be the starting point. The National Planning Policy Framework states at paragraph 11 that “plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change”. Therefore, it is considered that the officer’s response to Policy DM8 is entirely in accordance with current national planning policy.

A2 - An interactive, digital layer will allow us to create a “live picture” of the walking and cycling network at any point in time and identify the most appropriate place to direct improvements or funding.
The digital layer will be linked from a Local Plan Policy, which will remain as adopted. However, the layer itself will change over time, to reflect additions or improvements to the network. It is therefore a source of information rather than of legal status.

A3 - The Council has prepared a Local Cycling and Walking Infrastructure Plan (LCWIP). which is expected to be adopted by the Council in due course. This will form part of the Local Plan evidence base and will help inform the walking and cycling policies in the plan, as well as site allocation policies where improvements to the existing network will be sought. It is suggested that the LCWIP provides the basis for the digital layer described above. As such, the LCWIP will provide technical guidance and carry weight in the planning process and it is not considered that adopting it as an SPG would provide significantly more weight, given that SPGs are not policy, but guidance.

A4 - Officers are aware of the Cambridge City policies and as stated above, support the principle of opportunities to improve walking and cycling policies in the Local Plan Review. Planning Policy Officers are working with the Council’s Environment Team to ensure plan policies reflect the aspirations of the Council to promote opportunities and for improvements to the network. In drafting policies, officers will often research “best practice” from elsewhere.

The officer response to Policy DM8 is an initial response. Work will continue on the wording of all policies to ensure they provide clear and unambiguous direction, but with sufficient flexibility to respond to changing circumstances. We are not rejecting the full text of the Cambridge approach referenced – we are considering this further in the next step of plan preparation.

129 **Beach Management Plan 2021-2026**

Cllr Plant introduced the item.

In a vote the following recommendations were made:

RECOMMENDED TO COUNCIL

1. That Council gives authority to the Director of Planning and Environment to apply to the Environment Agency to draw down £250k per year of Flood Defence Grant in Aid for the Beach Management Plan (BMP).

2. That Council approves the funding referred to in paragraph 2.1 to be spent in line with the Beach Management Plan 2021-26 Schedule of Works shown at Table 1.
3. That should the Beach Management Plan Schedule of Works, set out in Table 1, require amendment during this period, that authority to amend the schedule is delegated to the Director of Planning and Environment following consultation with the Cabinet Member for the Environment and Chichester Contract Services.
4. That the Director of Planning and Environment be authorised to procure and award contracts for work in accordance with the BMP 2021-26 and Financial Standing Orders.

130 **Consideration of Consultation Responses Received on Chichester District Council's Draft Infrastructure Business Plan 2021-2026**

Cllr Taylor introduced the item. Cllr Taylor invited Cllr Sharp to comment. Cllr Sharp spoke in favour of keeping the RTPI screens for bus users.

In a vote the following resolution and recommendations were made:

RESOLVED

That having reconsidered IBP/355 Bus Real Time Passenger Information screens phase 2 IBP/355 is to remain in the Plan.

RECOMMENDED TO COUNCIL

1. That Council:
   (i) Approves the proposed responses to the representations received as amended and subsequent modifications to the Draft Infrastructure Business Plan (IBP);
   (ii) Approves the Infrastructure Business Plan 2021-2026 as set out in Appendix 1; and;
   (iii) Approves the amended IBP including the CIL Spending Plan attached as Appendix 2.

131 **Local Plan Review - Responses to Preferred Approach: Part 2 Development Management Policies, Policies Map, Habitats Regulation Assessment and Sustainability Appraisal**

Cllr Taylor introduced the item.

In a vote the following recommendations were made:

RECOMMENDED TO COUNCIL

1. That:
   a. The Summary of Representations included as Appendix 1 to this report is noted.
   b. The proposed Council responses to the representations set out in that document are agreed for publication on the Council's website.

c. The Director of Planning and the Environment is authorised, following consultation with the Cabinet Member for Planning Services, to make minor amendments to the Summary of Representations and Responses prior to its publication.

2. That the issues raised in the Summary of Representations document and the other relevant issues summarised in section 9 of this report are noted as key considerations for the ongoing production of the Local Plan.

132 Revised Local Development Scheme 2021-2024

Cllr Taylor introduced the item.

Cllr Dignum requested clarification on what stage mitigation will be required in relation to the Stockbridge Link Road. Mr Frost explained that the Transport Modelling Study would guide officers. Mr Ayling anticipated the output of the Modelling to be available in the summer. Cllr Taylor added that a feasibility study is also required in parallel. Mr Frost emphasised the importance for officers to gather evidence to put before members on these matters.

Cllr Sutton asked whether if proposed housing numbers were found to be undeliverable the housing numbers required could reduce. Cllr Taylor confirmed that would be a possibility. Cllr Sutton then requested clarification on the role of the Development Plan and Infrastructure Panel in the Local Plan. Cllr Taylor confirmed the Panel is politically balanced and all of the evidence on the range of local plan studies is put before the Panel. The Panel are then provided with the opportunity to consult officers and make recommendations to Cabinet and Full Council. Mr Frost added that the Panel normally meets once a month.

In a vote the following recommendation was made:

RECOMMENDED TO COUNCIL

That the revised Local Development Scheme be approved.

133 Section 106 Allocation for Chichester Community Development Trust

Cllr Briscoe introduced the item.

Cllr Taylor with reference to page 32 section 7.1 requested clarification on whether the building would be leasehold or freehold. Cllr Dignum was later able to confirm that it should read Freehold.

In a vote the following recommendation was made:

RECOMMENDED TO COUNCIL

That Council approves the release of £141,250 Section 106 Sport and Leisure monies plus interest accrued to the date of release to Chichester Community Development Trust.

134 Senior Staff Pay Policy Statement 2021-2022

Cllr Wilding introduced the item.

In a vote the following recommendation was made:

RECOMMENDED TO COUNCIL

That the Senior Staff Pay Policy Statement 2021-2022 be published.

135 Authority's Monitoring Report 2019/20

Cllr Taylor introduced the item.

In a vote the following resolutions were made:

RESOLVED

1. That the Authority's Monitoring Report 2019-2020 be approved for publication.
2. That the Director of Planning and the Environment be authorised, following consultation with the Cabinet Member for Planning Services, to make any minor amendments to the Authority's Monitoring Report prior to its publication.

136 Business Rates Pool Grant Bid

Cllr Plant introduced the item. Mr Ballard added that with reference to Appendix 2 the intended spend in row 3, IBP 656 would be funded by item 6 if it is agreed at Full Council in the afternoon. He proposed that subject to the agreement by Full Council that row 3 £15,000 be moved to the £23,000 to bring forward the development of the LCWIP. The LCWIP funding therefore totalling £38,000. The Cabinet were in agreement with the proposal.

In a vote the following resolution was made:

RESOLVED

That Cabinet approves the spend of the Business Rates Pool grant award as detailed in Appendix 2 with the revised amendments (subject to Full Council approval of the Infrastructure Business Plan on 2 March 2021) and that authority be delegated to the Director of Planning and Environment (following consultation with the Cabinet member for the Environment and Chichester Contract Services) to vary the spend with minor amendments where necessary.

137 Late Items

There were no late items.

138 Exclusion of the Press and Public

Cllr Lintill proposed and read the part II resolution in relation to agenda items 15 and 16 which was seconded by Cllr Taylor.

The Cabinet then voted to go into part II.

RESOLVED

That with regard to agenda item 15 and 16 the public including the press should be excluded from the meeting on the grounds of exemption in Schedule 12A to the Local Government Act 1972 namely Paragraph 3 (Information relating to the financial or business affairs of any particular person (including the authority holding that information)) and because, in all the circumstances of the case, the public interest in maintaining the exemption of that information outweighs the public interest in disclosing the information.

Members took a short break.

139 Coastal and Land Drainage Engineering Service

Please note this item was discussed in part II and a recording was made.

Cllr Plant introduced the item. Mrs Stevens added some points of clarification.

Questions were received from Cllr Taylor, Cllr Briscoe and Cllr Lintill. Mrs Stevens provided the responses.

In a vote the following recommendations were made:

RECOMMENDED TO COUNCIL

The Cabinet makes the recommendations to Council as stated at 2.1, 2.2, 2.3, 2.4 and 2.5 of the report.

140 St James Industrial Estate Chichester

Please note this item was discussed in part II and a recording was made.

Cllr Dignum introduced the item.

Questions were received from Cllr Briscoe, Cllr Wilding, Cllr Plant and Cllr Lintill. Mrs McKay and Mr Gregory provided the responses.

In a vote the following recommendations were made:

RECOMMENDED TO COUNCIL

The Cabinet makes the recommendations to Council as stated at sections 3.1, 3.2, 3.3 and 3.4 of the report.

The meeting ended at 11.35 am

CHAIRMAN

Date:

Chichester District Council

CABINET **6 April 2021**

Approval to release funds from the Community Infrastructure Levy to West Sussex County Council to fund project IBP/665 Phase 1 Chichester Road Space Audit – Chichester Parking Management Plan

1. Contacts

Report Author:
Karen Dower – Principal Planning Officer (Infrastructure Planning)
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Cabinet Member:
Susan Taylor - Cabinet Member for Planning Services
Telephone: 01243 514034 E-mail: sttaylor@chichester.gov.uk

2. Recommendation

2.1 That Cabinet approves the release of £100,000 from the Community Infrastructure Levy to West Sussex County Council to part fund Infrastructure Business Plan project 665 Phase 1 Chichester Road Space Audit, Chichester Parking Management Plan.

3. Background

3.1 Legislation requires the Community Infrastructure Levy (CIL) to be collected and spent on infrastructure to mitigate the cumulative impact of development in order to assist the delivery of the adopted Local Plan.

3.2 Project IBP/665: Phase 1 Chichester Road Space Audit – Chichester Parking Management Plan was actually approved in the CIL Spending Plan within the 2020/2025 IBP and has been carried forward into the Infrastructure Business Plan (IBP) for 2021/2026.

3.3 In 2017, West Sussex County Council (WSCC), working in partnership with the District Council, embarked upon a new parking management approach to create a long term plan to meet current and future parking demands across Chichester as well as support economic development, improve safety and promote more sustainable forms of transport. This long-term plan was known as the Chichester 'Road Space Audit' (RSA). One of the main outcomes of the RSA was a city-wide parking management plan, proposals for which were shared with the public.

3.4 Phase 1 of the project is comprised of two new parking zones (in Donnington - Zone A and Swanfield – Zone S), together with a number of extensions to existing zones and some other yellow line restrictions. Design work relating to the Chichester RSA

Parking Management Plan commenced in 2018 and approval for Phase 1 was given by WSCC in July 2020.

3.5 The implementation of the project proposals started in February 2021, and the required lines and signs are due to be completed in April. WSCC has funded the feasibility and design and consultation stages, which cost approximately £135,000. The £100,000 CIL request will contribute to the costs of the physical implementation work (signing and lining) which is estimated to be completed in April 2021.

3.6 The estimated ongoing costs of £24,000 and enforcement will be covered by WSCC through income generated from the on-street parking income. WSCC has advised that the remaining income will be transferred to the on-street parking reserve and will be reinvested to fund implementation of the Parking Management Plan and other eligible highways and transport expenditure.

3.7 The project is to be managed by WSCC's Parking Strategy Team and WSCC is currently liaising with CDC's Parking Services team to confirm arrangements - including costs - for an extension to the existing agency agreement which will enable CDC to manage the issue of permits and enforcement on WSCC's behalf.

3.8 A plan of phased implementation of parking zones is provided in Appendix A of this report. There are currently no confirmed dates or arrangements for the introduction of Phase 2 of the scheme.

4. Outcomes to be Achieved

4.1 The implementation of this project will bring a number of community benefits as listed in paragraph 9.1 of this report.

5. Proposal

5.1 Infrastructure project IBP/665 Phase 1 is required to support development in the adopted Local Plan to provide a solution to the increasing demand for parking as housing development, business and retail expansion and visitor pressures increase across the City. The associated growth in car use is placing continual pressure on the existing road network across the city and its car parks.

5.2 The Strategic Transport Assessment that accompanied the Local Plan (Jacobs Study, pages 33-34) specifically refers to the need for a balanced strategy containing a package of mitigation measures including smarter choices and demand management measures. This package of mitigation measures was tested as part of the Local Plan Examination. The explanation on pages 33-34 of the Jacobs Report specifically refer to the need for parking management measures. This project also helps to implement Policy 8 of the adopted Local Plan as it forms essential infrastructure to support planned development.

5.3 The delivery of the project will be monitored quarterly via the S106/CIL liaison meetings in accordance with the requirements of the Council's adopted S106 and CIL Protocol, and a legal agreement will be made with WSCC before the funds are released in accordance with the Protocol to ensure that the money is spent on the timely delivery of this project.

5.4 The project will be delivered and project managed by officers from West Sussex County Council and implementation of the required signs and lines is expected to be complete in April 2021.

6. Alternatives Considered

6.1 A feasibility study for this project considered different options, before the identified scheme was selected. The alternative is not to fund project IBP/665. The implication is that the opportunity to ease parking congestion in the city will either be lost or delayed. This project was selected for inclusion within the CIL Spending Plan from a number of projects on a long list within the IBP, which were deemed to be required within the next five years.

7. Resource and Legal Implications

7.1 The CIL Spending Plan attached in Appendix B demonstrates that there are currently sufficient funds available to pay for IBP/665.

8. Consultation

8.1 The IBP including the CIL Spending Plan which selected IBP/665 for CIL spend during 2020/21 was subject to consultation with the neighbouring local planning authorities including the South Downs National Park Authority, the Infrastructure Delivery Commissioners, and the Town and Parish Councils for a six week period during October and November before being considered by the Chichester Growth Board, the Development Plan and Infrastructure Panel, Cabinet and approval for publication by full Council in March.

9. Community Impact and Corporate Risks

9.1 Benefits to the community include that all customers, residents and visitors will be positively affected by good management of on street parking across Chichester city through:

- Improved coordination with other sustainable transport planning strategies and traffic management measures;
- Safer arrangements for parking near junctions;
- Protection for through traffic on main arterial routes; Better management of the demand for parking in currently uncontrolled residential areas;
- Priority for residents and their visitors who rely upon on-street parking;
- Less traffic congestion and pollution arising due to vehicles searching for parking places in uncontrolled areas;
- Improved arrangements for Blue Badge holders in residential areas; and
- Safeguards for short-stay parking near local neighbourhood shops.

9.2 The improvements will help to deliver the mitigation required in the adopted Local Plan Policy 8 as described in paragraph 5.2 of this report.

9.3 The risk that the proposal will not deliver the desired outcome is minimal as the project by its very nature is designed to bring environmental and equality improvements.

10. Other Implications

	Yes	No
Crime and Disorder		✓
Climate Change and Biodiversity		✓
Human Rights and Equality Impact (see paragraph 9.1 above)	✓	
Safeguarding and Early Help		✓
General Data Protection Regulations (GDPR)		✓
Health and Wellbeing		✓

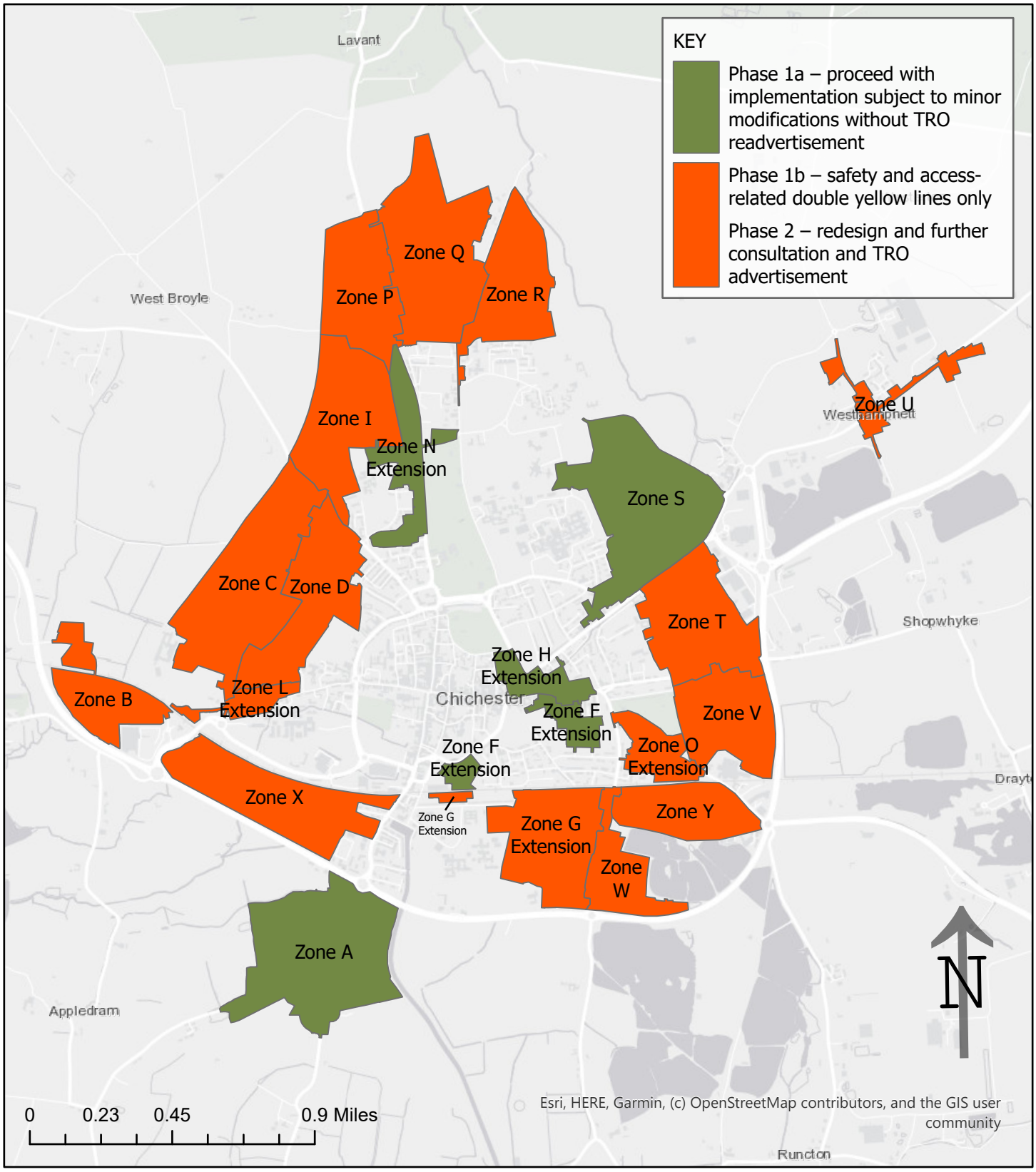
11. Appendices

11.1 Appendix A: A plan of phased implementation of zones for this project
11.2 Appendix B: CIL Spending Plan 2021

12. Background Papers

None

Appendix A - Chichester Parking Management Plan



Chichester Parking Management Plan showing phased approach based on responses received for each zone

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CIL Spending Plan

	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
1st April b/fwd	**6,060,873.24**	**8,731,694.26**	**10,252,910.24**	**6,534,964.96**	**1,223,207.36**	**3,222,123.89**	**2,405,587.88**
KNOWN INCOME[1]							
Gross Income	3,200,224.39	2,377,295.21	1,903,012.09	345,132.06			
Parish Share	572,238.10	386,139.92	286,014.82	51,769.81			
Admin	92,605.52	118,864.76	95,150.60	17,256.60			
CDC Net Income	**2,535,380.77**	**1,872,290.53**	**1,521,846.67**	**276,105.65**			
Interest to 31 March 2020	135,940.25						
PROJECTED INCOME[2]							
Gross Income		360,425.09	963,241.33	2,888,112.18	3,405,130.63	2,347,071.59	5,419,332.84
Parish Share		90,106.27	216,571.22	613,069.82	667,257.56	401,754.02	1,095,621.40
Admin		18,021.25	48,162.07	144,405.61	170,256.53	117,353.58	270,966.64
CDC Net Income	-	**252,297.56**	**698,508.04**	**2,130,636.75**	**2,567,616.53**	**1,827,963.99**	**4,052,744.80**
FUNDS AVAILABLE	**8,732,194.26**	**10,856,282.35**	**12,473,264.96**	**8,941,707.36**	**3,790,823.89**	**5,050,087.88**	**6,458,332.68**
PROJECTED EXPENDITURE	**£**	**£**	**£**	**£**	**£**	**£**	**£**
IBP/194 - Enhancements to the Lavant Biodiversity Opportunity Area -the stretch of the Lavant north of the Westhampnett SDL. (£500 retention until later in 2019)	500.00						
IBP/330 - Primary School places E-W Chichester (subject to further detail and evaluation)						1,200,000.00	
IBP/657 - School access improvements at expanded primary school(s) Chichester.						50,000.00	
IBP/656 - Sustainable transport corridor – City Centre to Portfield part of project 656 (subject to further detail and evaluation)			25,000.00	50,000.00	425,000.00		
IBP/355 - RTPI screens at Chichester City		53,372.11	60,000.00				

IBP/353 - Sustainable transport corridor – City Centre to Westhampnett (subject to further detail and evaluation).				500,000.00			
IBP/331 - Primary School places Bournes. (subject to further detail & evaluation)			1,200,000.00				
IBP/660 - School access improvements at expanded primary school(s) Bournes.			50,000.00				
IBP/332 - Primary School places Manhood Peninsula. (subject to further detail & evaluation						1,200,000.00	
IBP/659 - School access improvements at expanded primary school(s) Manhood.						50,000.00	
IBP/349 - A286 Birdham Rd/B2201 (Selsey Rd Roundabout) Junction Improvement. (subject to further detail and evaluation).Project paused pending Local Plan Review work.				440,000.00			
BP/655 - Phase 2 of Chichester Road Space Audit. To better manage demand for parking & network management aspirations. (subject to further detail and evaluation).			250,000.00				
IBP/775 - Southern Gateway public realm with new city square. (subject to further detail and evaluation).			1,000,000.00				
IBP/710 - Reconfiguration/improvement of Westhampnett Waste Transfer Station/Household Waste Recycling Site. (subject to further detail and evaluation).			250,000.00	2,250,000.00			
IBP/593 - Early Years Places, Whitehouse Farm Development. (subject to further detail and evaluation).							2,100,000.00
IBP/206 - Southern Gateway provision of bus/rail interchange & improvements to traffic & pedestrian circulation.			3,000,000.00				
IBP/665 - Phase 1 of Chichester Road Space Audit. To better manage demand for parking & network management aspirations. (subject to further detail and evaluation).		100,000.00					
IBP/840 College Lane/Spitalfield Road Junction inprovement to make it suitable for shared use and link to improve northern side of Oaklands Way & Oaklands Way roundabout (subject to further detail and evaluation).			60,000.00				

IBP/841 Chidham Sustainable Transport Improvements to widen existing footways to accommodate shared use & to potentially re-align the junctions of Broad Road and the A259 and Chidham Lane and the A259 to accommodate the shared path and make crossing of the A259 safer for walkers and cyclists. This project will help alleviate heavy congestion outside the Primary School (subject to further detail and evaluation).				500,000.00			
IBP/842 CDC strategic wildlife corridors connecting Chichester and Pagham Harbours to the SDNP (subject to further detail and evaluation).			43,300.00	98,500.00	143,700.00	144,500.00	145,300.00
IBP/877 Extensions to Chichester City GP surgeries: Langley House and Parklands (subject to further detail and evaluation).							705,000.00
IBP/726 Extension to Southbourne GP Surgery (Subject to further detail and evaluation)		450,000.00					
IBP/773 Southern Gateway Health Hub (Subject to further detail and evaluation)				3,000,000.00			
IBP/844 3G Sports Pitch, Southern Gateway (subject to further detail and evaluation)				880,000.00			
Total expenditure	**500.00**	**603,372.11**	**5,938,300.00**	**7,718,500.00**	**568,700.00**	**2,644,500.00**	**2,950,300.00**
31st March c/fwd	**8,731,694.26**	**10,252,910.24**	**6,534,964.96**	**1,223,207.36**	**3,222,123.89**	**2,405,587.88**	**3,508,032.68**

Notes

1. 2019/20 reflects actual figures and the remainder is the income due from outstanding instalments of demand notices raised on sites that have commenced
2. This is the projected income from CIL liable sites that are expected to be commenced based on the Councils understanding as at July 2020

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Chichester District Council

Cabinet **6 April 2021**

Covid-19 Ambassador Funding

1. Contacts

Report Author:

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Cabinet Member:

Penny Plant - Cabinet Member for Environment and Chichester Contract Services
Telephone: 01243 514034 E-mail: pplant@chichester.gov.uk

2. Recommendation

2.1 That Cabinet approve funding of £43,695 from the COVID Contain Outbreak Management Fund (COMF), for an extension of the existing Ambassador Service to support the Council's Covid 19 business recovery in Chichester District until 21 June 2021.

2.2 That authority is delegated to the Strategic Leadership Team following consultation with the Leader and relevant Cabinet Member to allocate COMF funding to appropriate projects in accordance with the grant conditions.

3. Background

3.1 Covid Ambassadors have been operating in the District since November 2020 when Government (MHCLG) funding for them was made available. This funding ended on 8 March 2021.

3.2 The ambassador service supports businesses/high street recovery from the effects of the pandemic by increasing public confidence in visiting our high streets. They also assist with the control of transmission of COVID-19 in our towns and villages and other high footfall areas such as tourist hotspots, through encouraging compliance with non-pharmaceutical interventions such as "hands, face, space" and covid restrictions that apply to different businesses and settings. The Ambassador service is also an important link between the public and the Council's and police enforcement measures.

3.3 The role of the ambassadors is not enforcement but to engage, explain and encourage best practice and compliance with Covid 19 restrictions. This is particularly important as restrictions start to lift through the Government's 4 step roadmap and the vaccination programme, as securing compliance will likely become increasingly difficult. Our coastal towns and villages also attract significant numbers

of people and the ambassadors form a key link with other stakeholders and enforcement agencies in managing issues that may arise.

3.4 The ambassador service supports a suite of approaches to stop Covid transmission, namely:

- Providing intelligence to the Council's Health Protection team and Sussex Police to enable rapid enforcement action
- Supporting the Covid Information Recovery Officers and monitoring compliance of businesses
- Responding to and monitoring compliance for covid complaints from the public.

3.5 The Government's Covid Contain Outbreak Management Fund (COMF) provides financial support to local authorities in their efforts to reduce the spread of COVID-19 and to support local economies and public health activities. The grant is allocated to County Councils in two tier areas with the expectation that the relevant County Council will pass some of the fund on to District and Borough councils. West Sussex County Council has advised that they have received £20m from the government's COMF allocation for 2020-21. Following an application by the Council to WSCC for funding from this fund, WSCC have advised that they intend to allocate approximately £4m of the fund to the West Sussex Districts and Boroughs. £1m of this towards a Strategic Housing proposal and the remaining £3m distributed amongst the District and Borough Councils, with this Council's share amounting to £411,000.

4 Outcomes to be Achieved

4.1 To provide an ambassador service to support enforcement and compliance such as;

- facilitating to help prevent mixing between groups in night-time economy areas,
- encouraging social distancing in busy night-life areas,
- reminding members of the public to wear a face covering where required in relation to business premises,
- encouraging dispersal of gatherings and working with local businesses on queue management,
- supporting the councils' compliance and enforcement function through visiting businesses to check compliance with COVID-19 measures through observation and engagement and escalating to local authority compliance and enforcement officers as appropriate.

5 Proposal

5.1 The proposal is to fund an extension of the ambassador service until 21 June 2021 when the Government aims to lift all Covid-19 restrictions. 6 ambassadors would be provided 7 days a week for 10 weeks to cover the district across a range of days and times as required at a cost of £43,695. Since WSCC have confirmed that COMF will be passed to the Council, this funding can be used to pay for the Covid ambassadors.

5.2 It is proposed to reappoint Blayde Security to deliver the ambassador service as they are the existing contractor who have provided a very successful service to date and have been very flexible in terms of reacting to levels of deployment depending on need. The service could continue seamlessly as their staff have all received security

training including conflict management, covid awareness training and have been DBS checked. They also have procedures in place for recording and reporting actions and intelligence gathered, which is reported to the Council on a daily basis.

5.3 It is also proposed to fund appropriate projects with the remainder of the COMF that has been allocated to the Council. To enable such decisions to be taken efficiently, it is proposed that authority is delegated to SLT following consultation with the Leader and relevant portfolio holder.

6 Alternatives Considered

6.1 The option of redeploying CDC staff was considered, however there is no capacity within the current workforce to deliver the required level of service.

6.2 Recruit a small number of additional staff to fulfil this role, however the recruitment process would result in a significant delay in the delivery of the service on our high streets.

7 Resource and Legal Implications

7.1 The contract will be managed by existing staff.

7.2 The extension of the ambassador service for the period proposed can be fully funded from the COMF.

8 Consultation

8.1 None

9 Community Impact and Corporate Risks

9.1 The Government's dates in the proposed road map may alter should infection rates increase, although a further lockdown appears unlikely at this stage. Blayde are able to react immediately both in terms of standing down the ambassador service or increasing it at the Council's request when circumstances have altered.

10 Other Implications

Are there any implications for the following?		
	Yes	No
Crime and Disorder – positive impact through encouragement of compliance with Covid restrictions. Ambassadors may gather evidence of non-compliance which might be used to support enforcement action subsequently witnessed by Council officers.	x	
Biodiversity and Climate Change Mitigation		x
Human Rights and Equality Impact		x
Safeguarding and Early Help		x
General Data Protection Regulations (GDPR)		x
Health and Wellbeing		x

11 Appendices

None.

12 Background Papers

None.

Chichester District Council

THE CABINET **6 April 2021**

Allocation of Commuted Sums to Deliver Affordable Housing

1. Contacts

Report Author:

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Cabinet Member:

Alan Sutton - Cabinet Member for Housing, Communications, Licensing and Events
Telephone: 01798 342452 E-mail: asutton@chichester.gov.uk

2. Recommendation:

2.1. That Cabinet approves the allocation of £60,000 commuted sum monies to Midhurst Community Land Trust to fund the acquisition and delivery of 2 affordable rented dwellings at Park Crescent Midhurst.

2.2 That delegated authority is given to the Director of Housing and Communities to allow the payment of monies prior to practical completion to allow the trust to acquire the units subject to satisfactory discharge of planning conditions and receipt of solicitor's completion statement.

3. Background

3.1. The development secured planning permission, under application SDNP/19/01477/FUL, in November 2019 for the erection of nine dwellings. 2 dwellings were secured as 2 bedroom affordable rented houses in the section 106 agreement. Practical completion of the dwellings is expected around the middle of April 2021.

3.2. After an extensive exercise to find a registered provider to take on the affordable quota, the only viable party was Midhurst CLT. Midhurst are a new organisation and at present do not have any assets or significant capital reserves to compete on larger section 106 developments. They have entered into contract with Metis Homes, the developer for the site, to acquire the 2 affordable units.

3.3. The CLT have secured a long term loan against rental incomes and funding from the South Downs National Park and Council's community led housing funding. However, there is a shortfall of £60,000.

3.4. The Housing Delivery Team has been and continues to support Midhurst CLT and other organisations through its community led housing support programme to deliver affordable housing in perpetuity to local people. The 2 units at the Park

Crescent development would represent the first physical results of this programme.

4. Outcomes to be Achieved

4.1. Delivery of 2 no. 2 bedroom affordable rented houses. These will meet the needs of local people and contribute to the Council's Housing Strategy Target.

4.2. The affordable rented housing will be let on assured tenancies. All units will be subject to a nominations agreement and local lettings plan between the Council and Midhurst CLT.

4.3. The bid has been analysed to ensure it offers value for money. Over the last 5 years the average commuted sum received in lieu of an affordable housing unit has been £70,000 - £90,000 per unit. On average the subsidy granted by the Council on previous schemes is £30,000 per home. It is therefore considered that this bid is value for money and is in line with previously awarded grant requirements per home.

5. Proposals

5.1. To allocate £60,000 of commuted sums to Midhurst CLT to acquire and enable the delivery of 2 affordable rented units. This is needed as without the financial support from the Council the affordable homes will not be delivered.

5.2. That delegated authority is given to the Director of Housing and Communities to allow the payment of sums prior to completion subject to enable the acquisition and delivery by Midhurst CLT. Without the commuted sums up front, the trust will not be able to acquire the dwelling units.

6. Alternatives Considered

6.1. Homes England does not fund section 106 affordable housing quotas. Therefore in the absence of any grant funding it would not be possible for the CLT to bring this scheme forward as affordable rented housing. Without this funding, the units could be converted to affordable home ownership, delivered at a fixed percentage of the open market value. However this would not meet the identified need of 90 households on the Council's housing register with a local connection to Midhurst.

7. Resource and Legal Implications

7.1. The Council currently holds £1,029,310 of commuted sums still to be allocated which can be used for this purpose. Monies must be spent on affordable housing delivery within the specified timescales stated in the Section 106 Agreements of the donating sites. If a deadline is missed the developer may apply to have the agreement varied and the contributions returned.

8. Consultation

8.1. The Town Council is supportive of this scheme and wishes to see it meet local needs at affordable housing rents.

9. Community Impact and Corporate Risks

9.1. The scheme will benefit the community by providing affordable homes at affordable rent levels in line with the Council's Housing Strategy.

9.2. The grant will be paid on completion of the new development and the conclusion of a satisfactory nominations agreement.

9.3. All commuted sum spending is monitored by the Council's Planning Obligations and Monitoring Officer. Progress of projects and expenditure are subject to corporate reporting.

10. Other Implications

Are there any implications for the following? If you tick "Yes", list your impact assessment as a background paper in paragraph 13 and explain any major risks in paragraph 9		
	Yes	No
Crime and Disorder		x
Climate Change and Biodiversity		x
Human Rights and Equality Impact		x
Safeguarding and Early Help		x
General Data Protection Regulations (GDPR)		x
Health and Wellbeing		x
Other (please specify)		

11. Appendix

None

12. Background Papers

None

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Chichester District Council

CABINET **6 April 2021**

Chichester City Local Cycling and Walking Infrastructure Plan

1. Contacts

Report Author:

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Cabinet Member:

Penny Plant - Cabinet Member for Environment and Chichester Contract Services
Telephone: 01243 514034 E-mail: pplant@chichester.gov.uk

2. Recommendation

2.1 That Cabinet notes the responses to the public consultation and approves adoption of the Chichester City Local Cycling and Walking Infrastructure Plan.

3. Background

3.1 Local Cycling and Walking Infrastructure Plans (LCWIP) are set out in the Government's Cycling and Walking Investment Strategy as a strategic approach to identifying the walking and cycling infrastructure needed at a local level.

3.2 Cabinet approved expenditure of Business Rate Pool grant monies on the development of a LCWIP in March 2019 and a consultant was engaged for the delivery of the work in May 2019. In September 2020 Cabinet approved a public consultation exercise on the draft LCWIP which was subsequently undertaken in the autumn of 2020.

3.3 The area of study for the LCWIP is limited to the built area of Chichester City with linkages to surrounding parishes. Using census data, initial stakeholder feedback and Department for Transport (DfT) specified methodologies the consultant has focussed on 9 cycling routes and 19 links within the core area for cycling improvements and also recommended improvements to the 'core walking zone' and two key walking routes for investment.

3.4 WSCC also commissioned a county-wide LCWIP which includes the three strategic Chichester District routes; Chichester to Emsworth ('Chemroute'), the Selsey to Chichester route ('Selsey Greenway) and Bognor to Chichester route. WSCC also led a district and borough officer working group to enable partnership working and knowledge sharing in this new type of work. This group will continue meeting to enable the working up of LCWIP schemes to feasibility, detailed design and delivery where resources permit.

3.5 In July 2020, whilst the draft for consultation LCWIP was passing through the Council's committees, the Government published a new national cycling strategy 'Gear Change' and new Cycle Infrastructure Design guidance (LTN 1/20). As such the draft for adoption LCWIP includes amendments which are made in response to both the consultation comments and updated government policy. Nevertheless the document is not substantially different to the previous consultation draft. In this regard Appendix 1 highlights where amendments have been made to the document.

3.6 LTN 1/20 favours complete segregation of cyclists and pedestrians. As a result of this, where possible, some detail(s) of some of the LCWIP schemes have been amended to accord with the guidance. This in turn has amended the cost estimates and loaded more cost onto the 'do minimum' schemes and removed some from the 'do-more' schemes. The revised cost estimates are £9.8M for the do-minimum schemes and £14.3M for the 'do-more' schemes (compared to the previous cost estimates of £6.7M for the do-minimum and £16.7M for the do-more schemes).

4. Outcomes to be Achieved

4.1 The creation of an LCWIP provides an evidence based list of infrastructure improvements for future investment over a ten year period. The intention is that WSCC will now prioritise the schemes included in all of the LCWIPs produced by districts and boroughs. Adoption of CDC's LCWIP will allow the Council to demonstrate good governance for cycling and walking improvements and, the guidance implies, enables the Council to be best placed to be competitive when seeking grants for the development and delivery of such schemes.

4.2 The intention is to directly link the schemes in the LCWIP with a policy in the Local Plan Review (LPR). A digital mapping layer is being created which will include the Council's LCWIP schemes, WSCC's LCWIP schemes, WSCC's Sustainable Transport Package (for Chichester) and Local Transport Investment Plan. This will be embedded in the LPR to give clarity to the relevant policy. As a digital layer it will also allow more scheme detail than a print based map and be able to be kept up to date over the LPR period. The Council will also continue to work in partnership with WSCC to work up the schemes to feasibility, detailed design and delivery. It is likely that, where possible, monies will be bid for to enable this work both related and unrelated to LPR work-streams.

4.3 This work supports the Corporate Plan Vision that communities should be 'active' and that CDC encourages 'sustainable living' through the aspiration to improve Chichester's walking and cycling infrastructure. On adoption of the LCWIP it is intended for it to inform policies in the emerging Local Plan and the revised Air Quality Action Plan (AQAP).

5. Proposal

5.1 The proposal is that Cabinet notes the consultation responses detailed at Appendix 2 and approves adoption of the LCWIP such that it can be associated with the LPR and AQAP and thereafter schemes can be worked up for future delivery.

6. Alternatives Considered

6.1 The alternative would be not to adopt the LCWIP. Government and community expectations around improved cycling and walking infrastructure are high. The LCWIP is effectively a ten year strategy for the development of a coherent walking and cycling network and its adoption should enable a better developed network in Chichester. As such it is recommended to adopt the LCWIP.

7. Resource and Legal Implications

7.1 The adoption of the LCWIP will be within current staff and financial resources and there are no legal implications. Implementation of the schemes in the LCWIP will be subject to funding and highways engineering expertise from WSCC.

8. Consultation

8.1 The Council held two public stakeholder workshops for the development of the LCWIP. The outputs from the workshops were used in the process to help refine walking and cycling proposals. Subsequently a full public consultation was undertaken centred around the Council's 'Let's Talk' webpages, a full list of consultees directly invited to comment is at Appendix 3 & 4. The consultation was undertaken between 18 September and 19 October 2020 and 240 consultation responses were received (11 of which represented groups of people).

8.2 The analysis of the comments received is at Appendix 2. There was a good balance between male and female consultation respondents with the majority stating that they mainly travel into Chichester by car or van. The majority also agreed that improvements to the walking and cycling network would encourage them to use those modes more often. Where comments detailed a desire for additional schemes that weren't the subject of the consultation then they have been provided to WSCC as the Highway Authority such that they are aware. The consultant was also provided with copies of all consultation responses and the document has been amended where possible and/or relevant.

8.3 The Environment Panel together with members of the Development Plan and Infrastructure Panel considered the matter at a joint meeting on 24 February 2021 and resolved:
That the Environment Panel and the Development Plan and Infrastructure Panel note the responses to the public consultation and recommends to Cabinet:

a) Adoption of the Chichester Local Cycling and Walking Infrastructure Plan
b) That Chichester District Council seeks 'off-highway' opportunities, to deliver elements of the network as appropriate.

9. Community Impact and Corporate Risks

9.1 The cycling and walking infrastructure schemes proposed by the LCWIP are unfunded. As such, once adopted, the intention is that the LCWIP will be associated with the LPR (as described in 4.2 above) and revised AQAP such that appropriate bids can be made, as funds become available, to work up the LCWIP schemes for delivery by WSCC. The adoption of an LCWIP is intended to advantage CDC in bidding for grant monies as the document assists in demonstrating a ten year

infrastructure delivery strategy and strong governance. Many of the schemes are on the highway and as such delivery is likely to be in partnership with WSCC as the Highway Authority.

10. Other Implications

	Yes	No
Crime and Disorder		✓
Climate Change and Biodiversity Subject to schemes being delivered then the related infrastructure should enable a greater number of trips to be made by foot and bike with a commensurate reduction in carbon emissions.	✓	
Human Rights and Equality Impact		✓
Safeguarding and Early Help		✓
General Data Protection Regulations (GDPR)		✓
Health and Wellbeing The Council has made a commitment to 'help our communities be healthy and active'. The adoption of an LCWIP should enable CDC to more competitive in bidding for monies for walking and cycling infrastructure delivery. A more coherent and safer network of walking and cycling routes should enable a more active lifestyle with related benefits to physical and mental health.	✓	
Other		✓

11. Appendices – please note that colour versions are available online

11.1 Appendix 1 - Draft for adoption Chichester City LCWIP (Note: the document is marked-up (as highlighted text) showing where the text in the draft LCWIP for adoption has been amended post-consultation and in response to LTN1/20 and Gear Change).
Appendix 2 – Appendix A - D of Draft for adoption Chichester City LCWIP.
Appendix 3 - List of consultees invited to CDC consultation workshops.
Appendix 4 - List of partners, agencies and persons invited to comment in the public consultation.
Appendix 5 – LCWIP schemes showing the schemes pre and post amendments made with regard to consultation, LTN1/20 and Gear Change.

12. Background Papers

12.1 None.

Important note to all readers:
Text in this appendix has been highlighted in yellow to indicate where changes have been made to text or figures or tables. These changes relate to amendments made in response to the consultation and in response to Government documents ‘Cycle Infrastructure Design LTN 1/20’ and ‘Gear Change: a bold vision for cycling and walking’ which were both published after the document was originally written.
This cover page and the highlights will be removed prior to the document being finalised for adoption. In all other respects the document will remain as here.

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)

Contents

Checking / sign off	
Job: *Chichester Local Cycling & Walking Infrastructure Plan*	***Client:*** *Chichester District Council*
Job number: *CSSE29*	***Version number****: 5.2*
Issued by: Mark Strong	***Checked by:*** Ken Spence
Date: *31/1/21 (initial version 30/6/20)*	***Date:*** *31/1/21*

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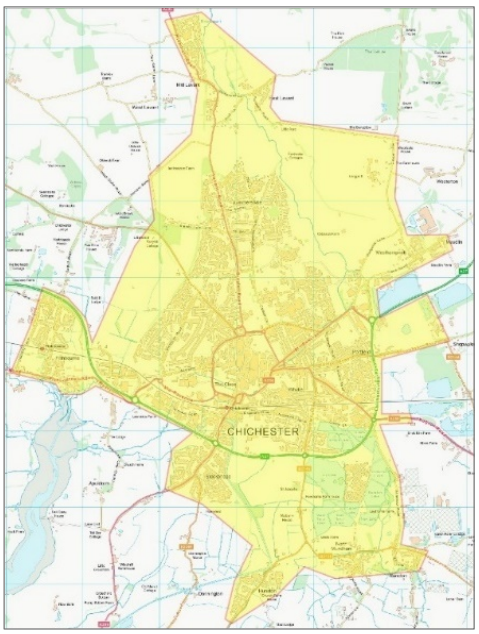
Executive Summary

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 (WSCC).

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 WSCC, other statutory bodies, local businesses and voluntary and community groups. A public consultation[1] 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 WSCC as well as proposed developments in the LCWIP area. Meetings with officers of both WSCC and CDC were held to ensure that projects being led by developers as part of the planning process were also covered in the study. WSCC 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 LTN1/20[3], 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.

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.

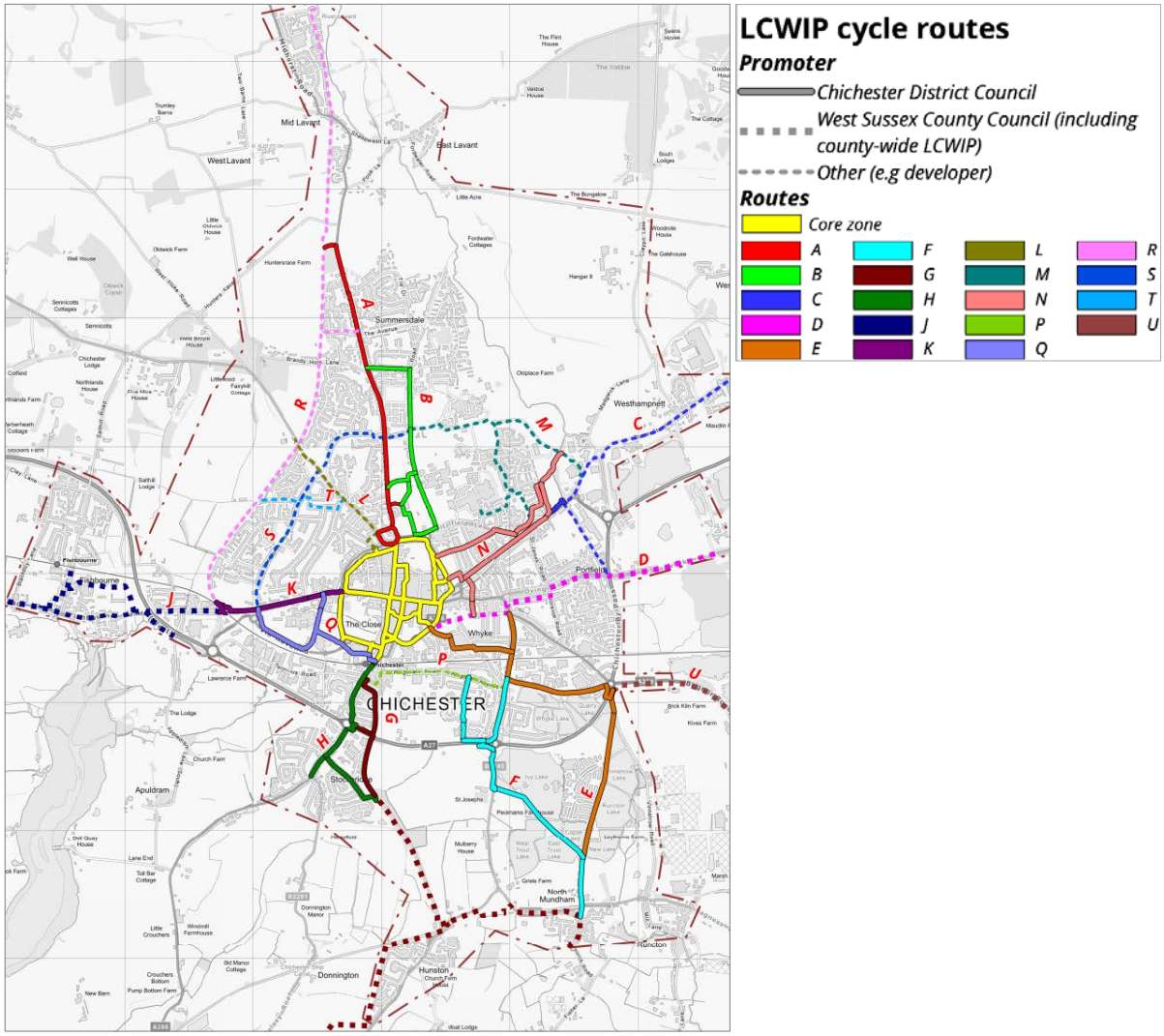
Analysis

[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

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:

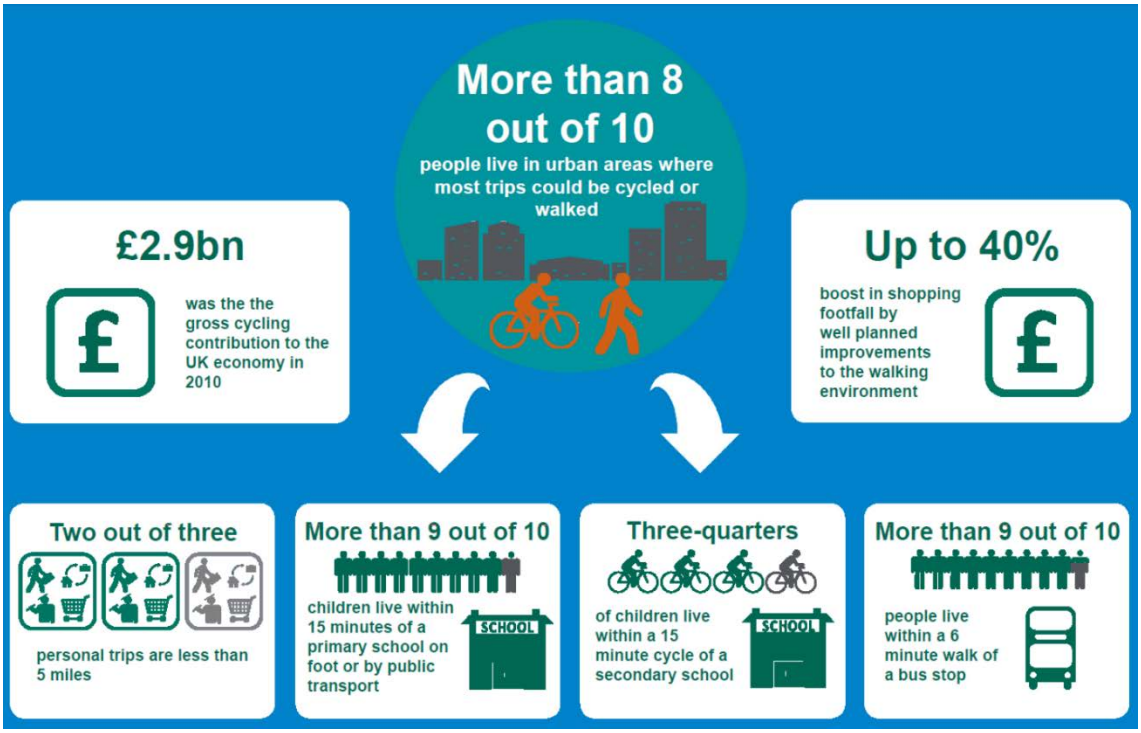
- A network plan for walking and cycling within Chichester City, identifying preferred routes and core zones for further improvement
- A programme of infrastructure improvements for future investment
- A report setting out the underlying analysis, with a narrative supporting the identified improvements 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 CWIS[4].

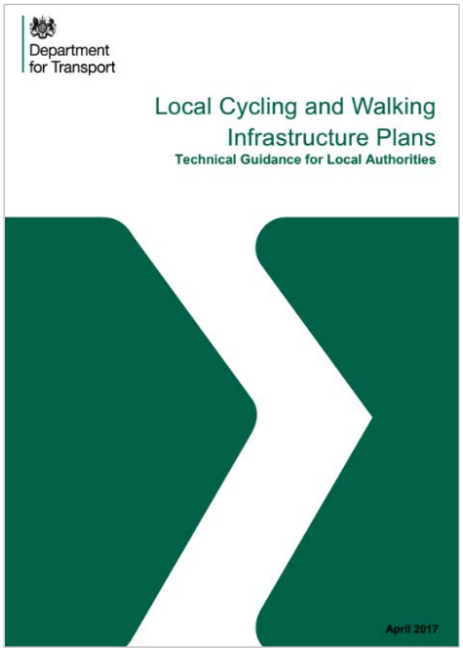
CWIS Figure 1: Opportunities from cycling and walking



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.

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

Detailed technical guidance on developing an LCWIP was issued in April 2017[5]. This states that the LCWIP's key aims should be:



- To develop a planned **cycle network** connecting key origins and destinations
- To provide high quality **walking environments**

The LCWIP should include the following outputs:

- 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

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, identity 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

1.3 LCWIPs in West Sussex & Chichester

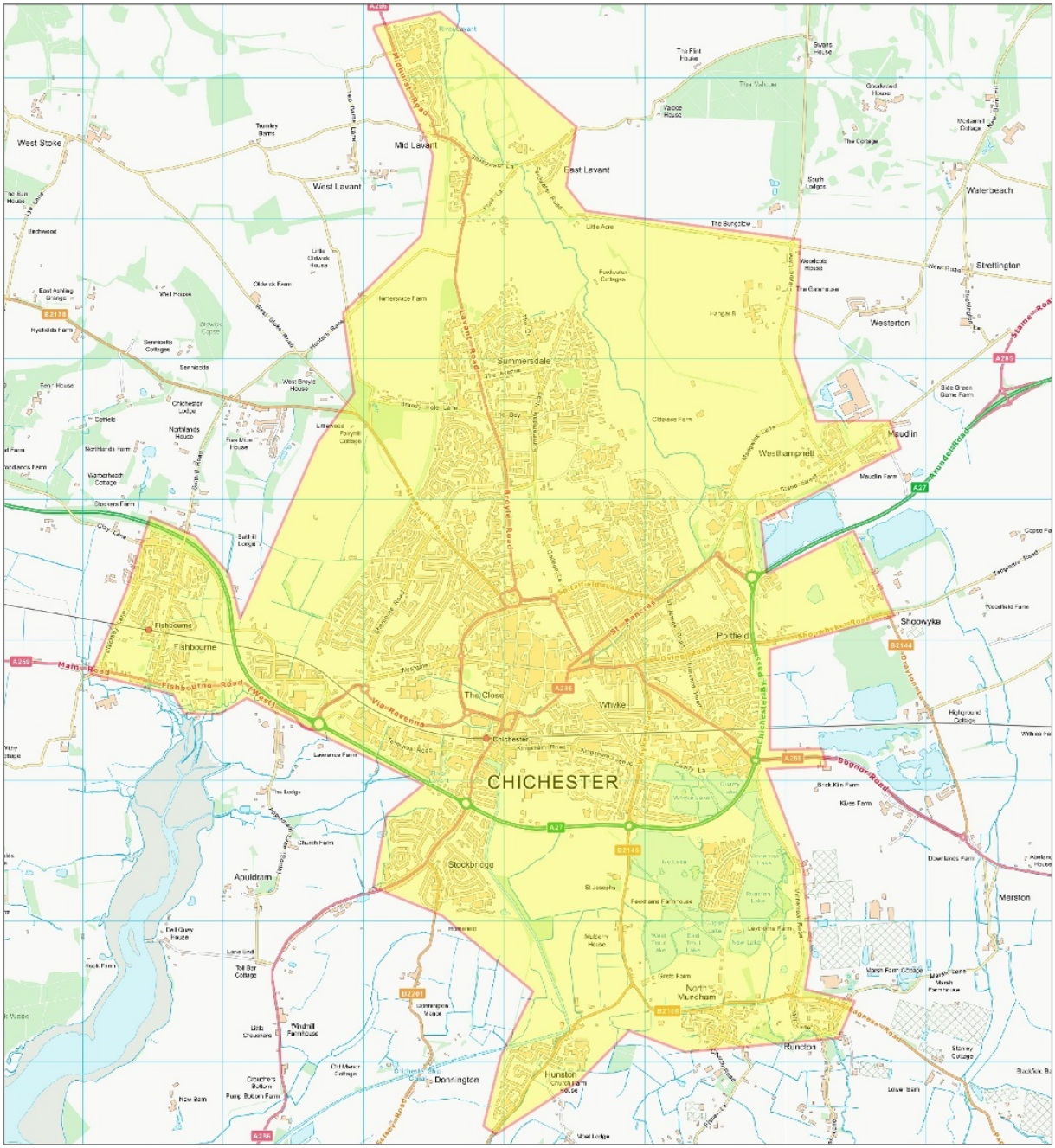
In 2018, the DfT launched a bid process to offer LCWIP support to a limited number of local authorities. A partnership of West Sussex local authorities, led by West Sussex County Council (WSCC), successfully bid for this support to help develop LCWIPs in the county. WSCC's support has been divided in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

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

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 (WSCC) 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.

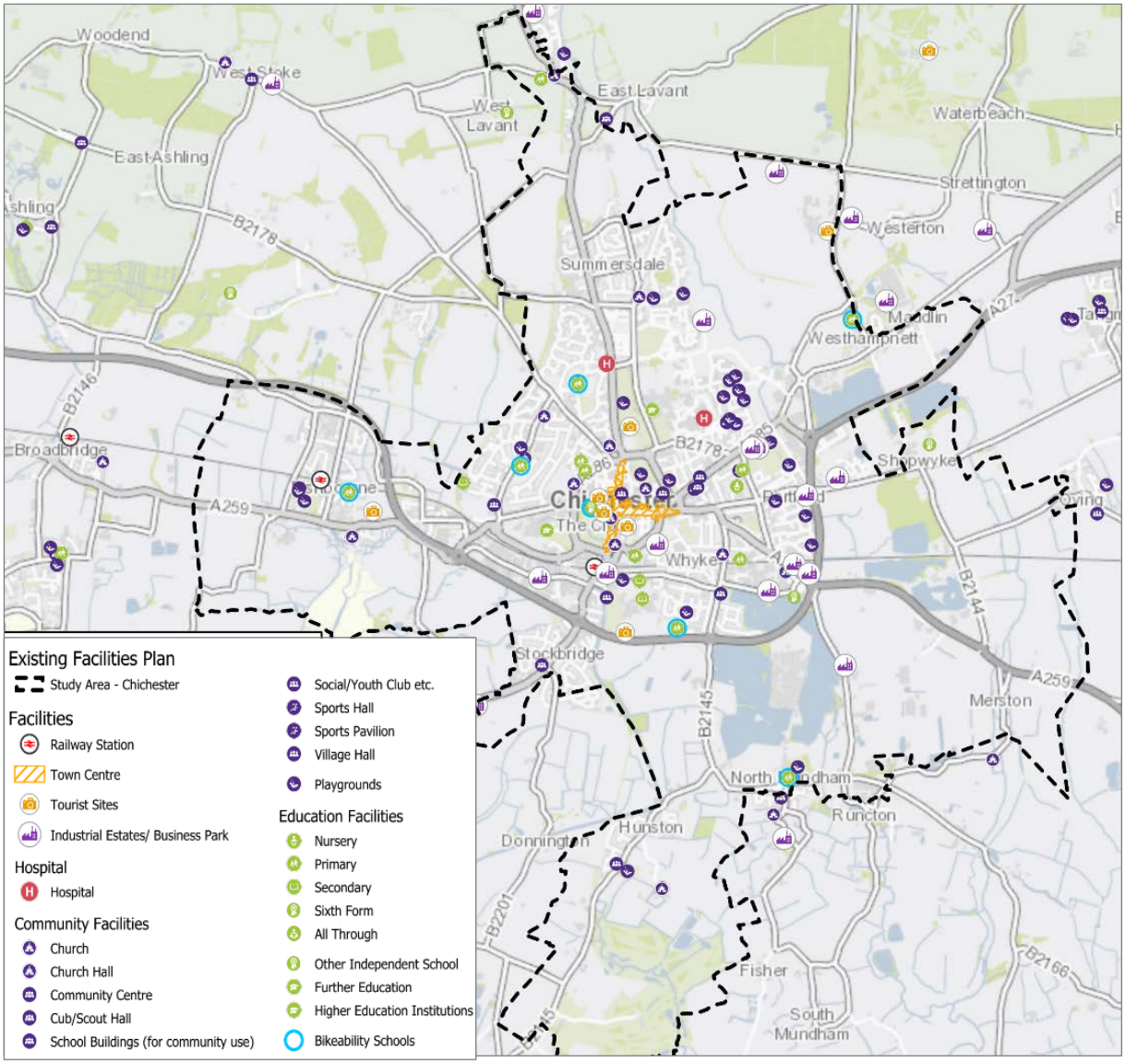
The city has a wide range of businesses, including Rolls Royce Motor Cars, Mercer and the UK headquarters of John Wiley publishers. However, the largest employers are in the public sector: St Richard's Hospital is the largest with over 4,000 staff, with West Sussex County Council and Chichester District 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 allow 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 Bulletin[6] 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

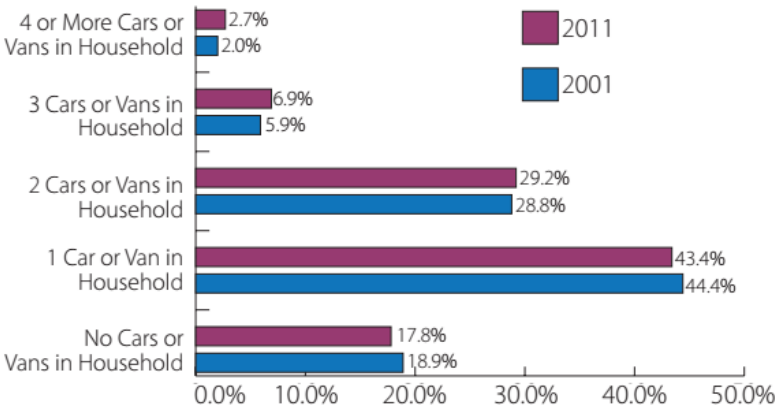


Figure 1 from the Census Bulletin shows that the majority (61%) of households in West Sussex have access to no more than one car or van. Assuming an average of two people per household this means that around 40% of residents do not have access to a private motor vehicle. Many of these will be people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

Figure 2: Method of Travel to Work 2011

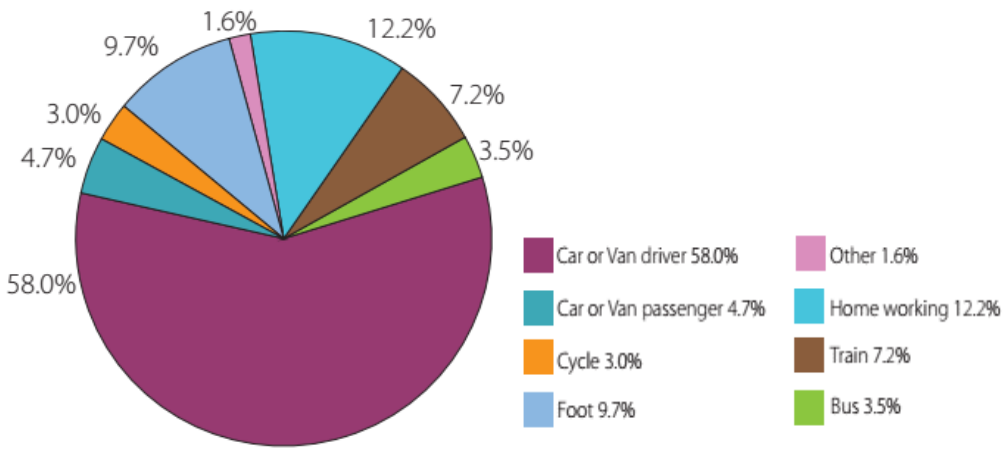


Figure 2 shows the overall split across West Sussex between different modes (including working from home). The dominant mode is car or van, with walking being just under 10%. At 3%, cycling is higher than the national average and on a par with bus use.

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

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

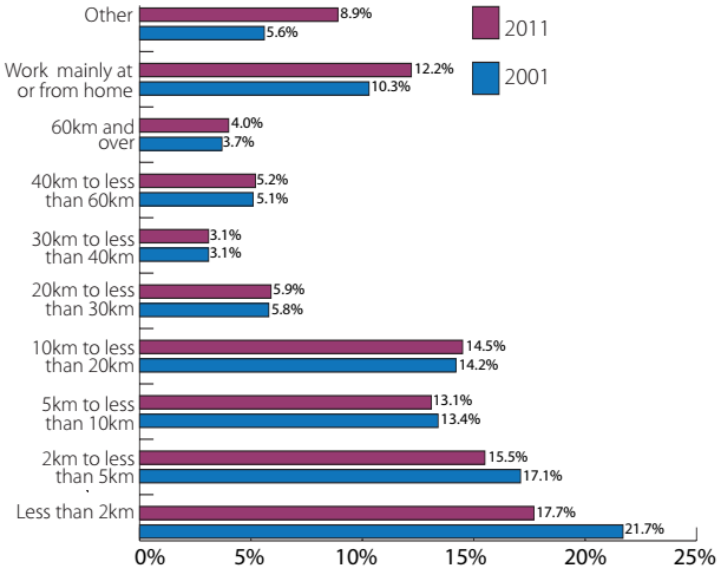


Figure 3 of the Census Bulletin showed the proportion of trips of different lengths. Around 40% of all trips to work are under 5km (3 miles) in length. Despite this, most trips in the county are made by car or van. The high level of short trips demonstrates the potential for increased travel by walking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

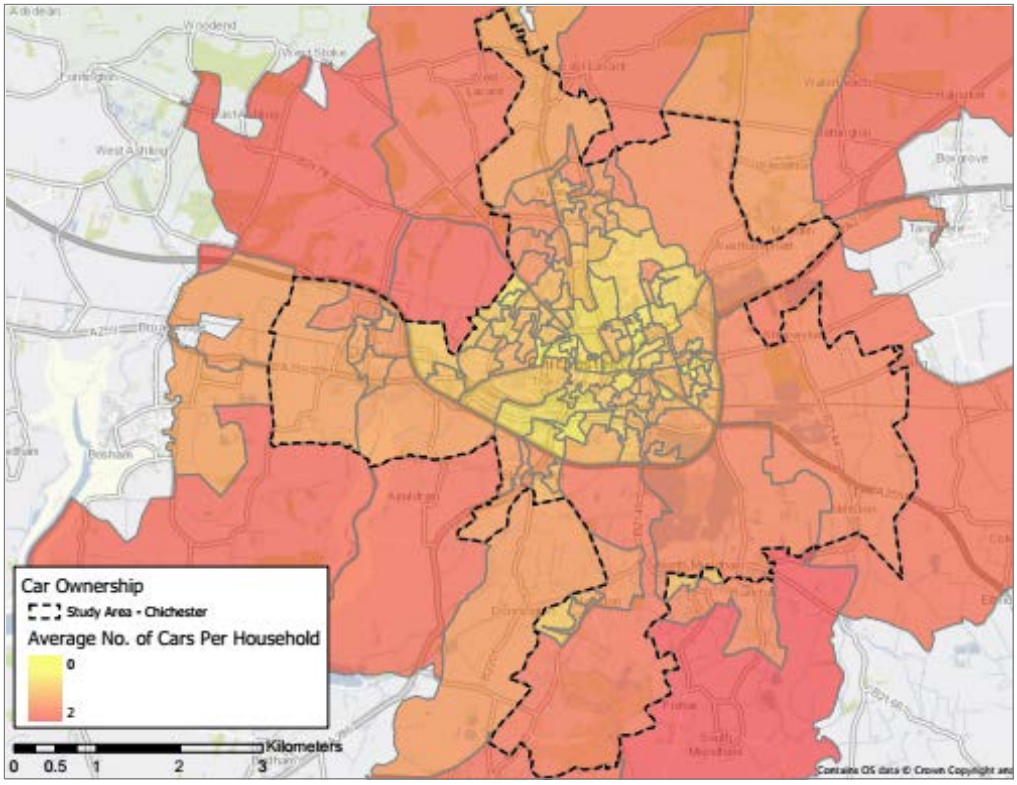
Appendix B.1 Car and van availability (2011)

	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)

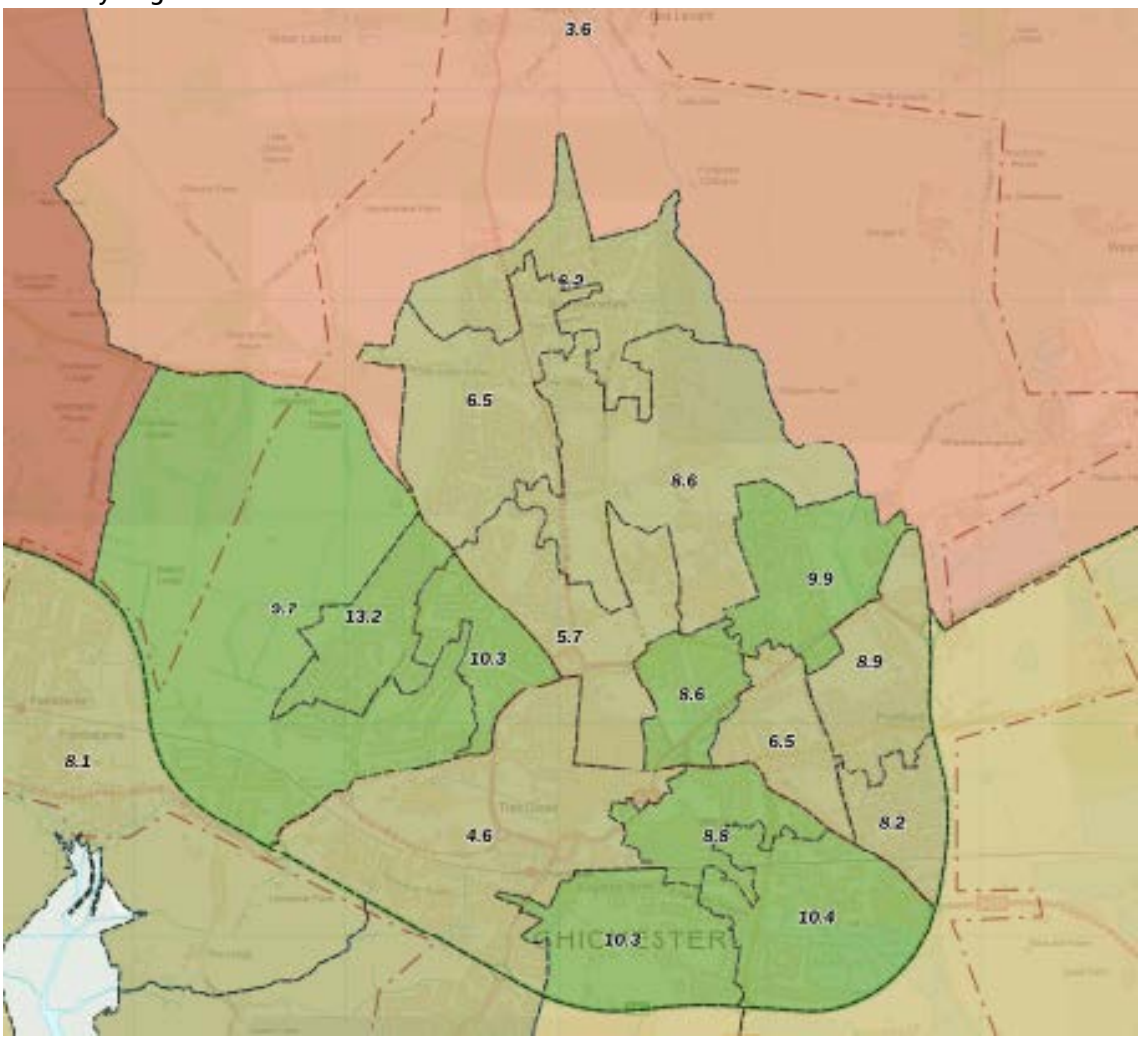
Ward	Cycling	Walking
Chichester East	8.64%	28.72%
Chichester North	6.94%	22.64%
Chichester South	8.59%	29.41%
Chichester West	11.07%	22.70%
Donnington	8.59%	12.32%
Fishbourne	8.13%	6.48%
Lavant	3.59%	6.09%

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.

Plan 4: Cycling to work in and around the LCWIP area

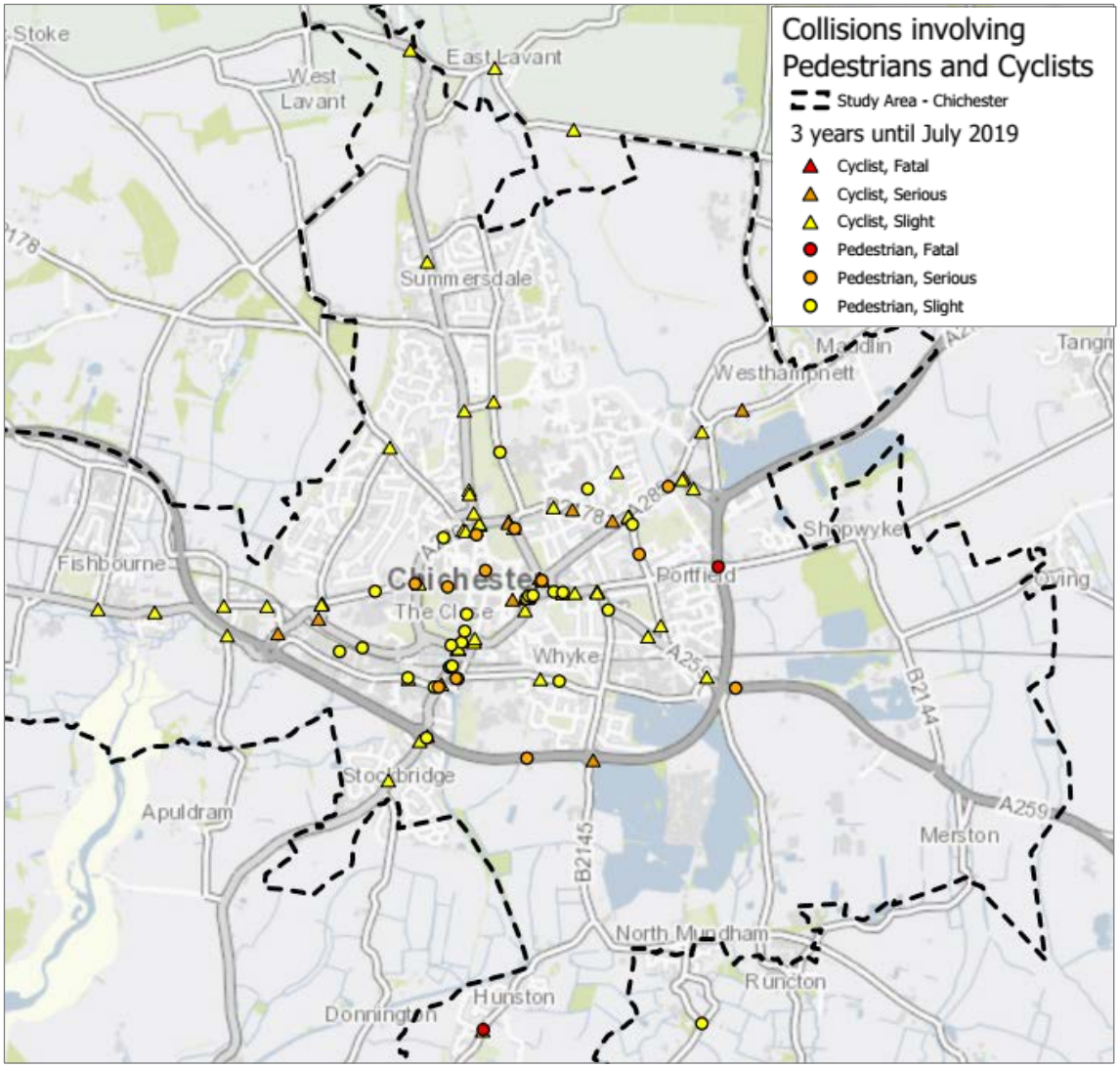


Collision data

Figures for collisions and casualties give an indication of the level of risk to people cycling and walking in the LCWIP area. However, it is important to note that the most severe injuries (commonly described as Killed or Seriously Injured – KSI) are thankfully rare, and are usually not a statistically significant way to show which locations are the most hazardous. While slight injuries are more common, a large proportion of these are often not notified to police.

Plan 5 below shows the distribution of collisions of varying severity across the LCWIP area. It can clearly be seen that in the main most injuries were incurred at main roads in the area. There were notable clusters around the Chichester ring road at the Northgate, Hornet and Southgate gyratory systems.

Plan 5: Cycling and walking collisions in the LCWIP area, 2016-2019


Collisions involving Pedestrians and Cyclists
Study Area - Chichester
3 years until July 2019
Cyclist, Fatal
Cyclist, Serious
Cyclist, Slight
Pedestrian, Fatal
Pedestrian, Serious
Pedestrian, Slight
Stoke
West Lavant
East Lavant
Summersdale
Westhampnett
Fishbourne
Chichester
The Close
Portfield
Whyke
Shopwyke
Stockbridge
Apuldram
Merston
North Mundham
Runcton
Hunston
Donnington
B2145
B2144
A259

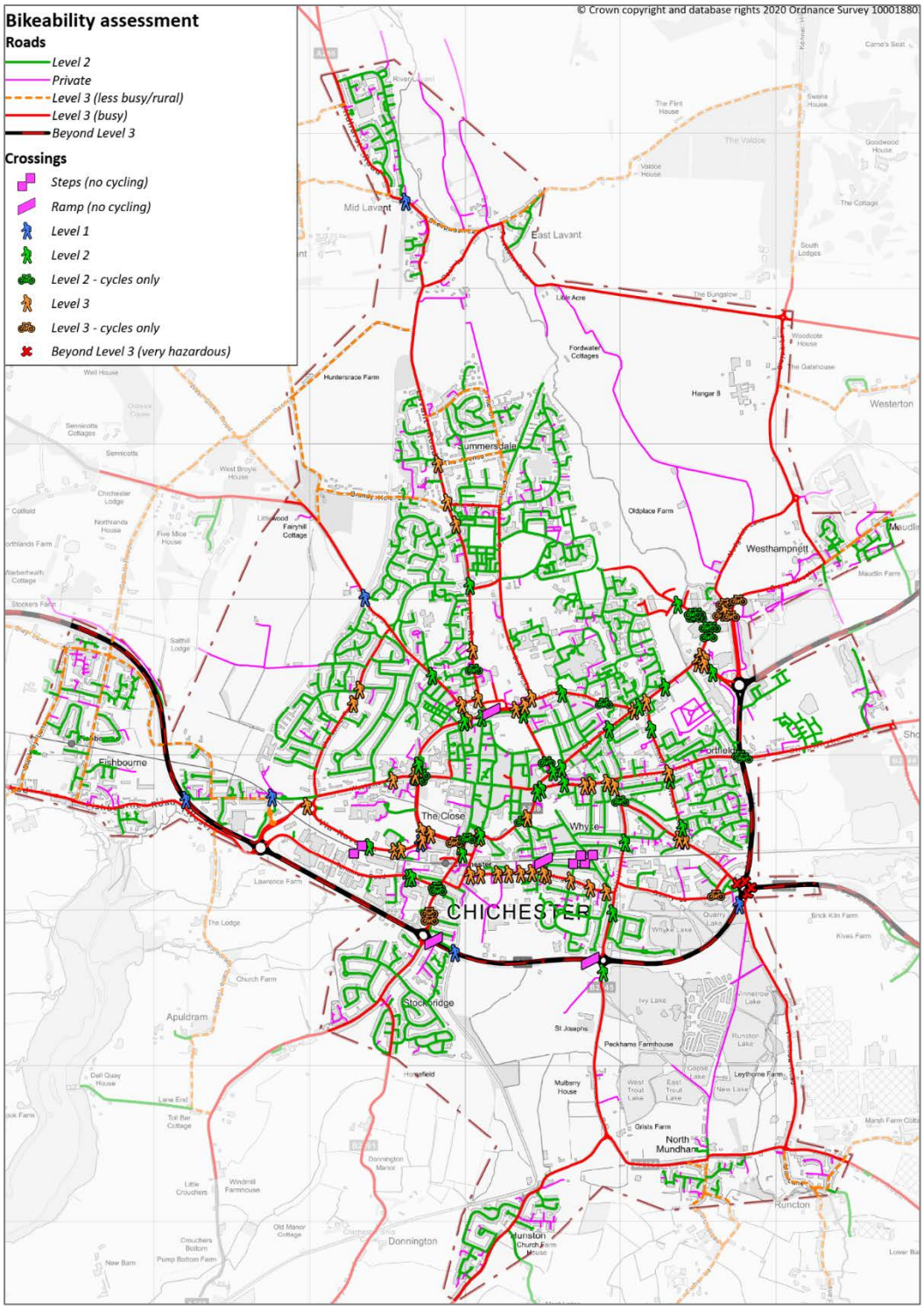
2.4 Provision for cycling & walking in Chichester

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

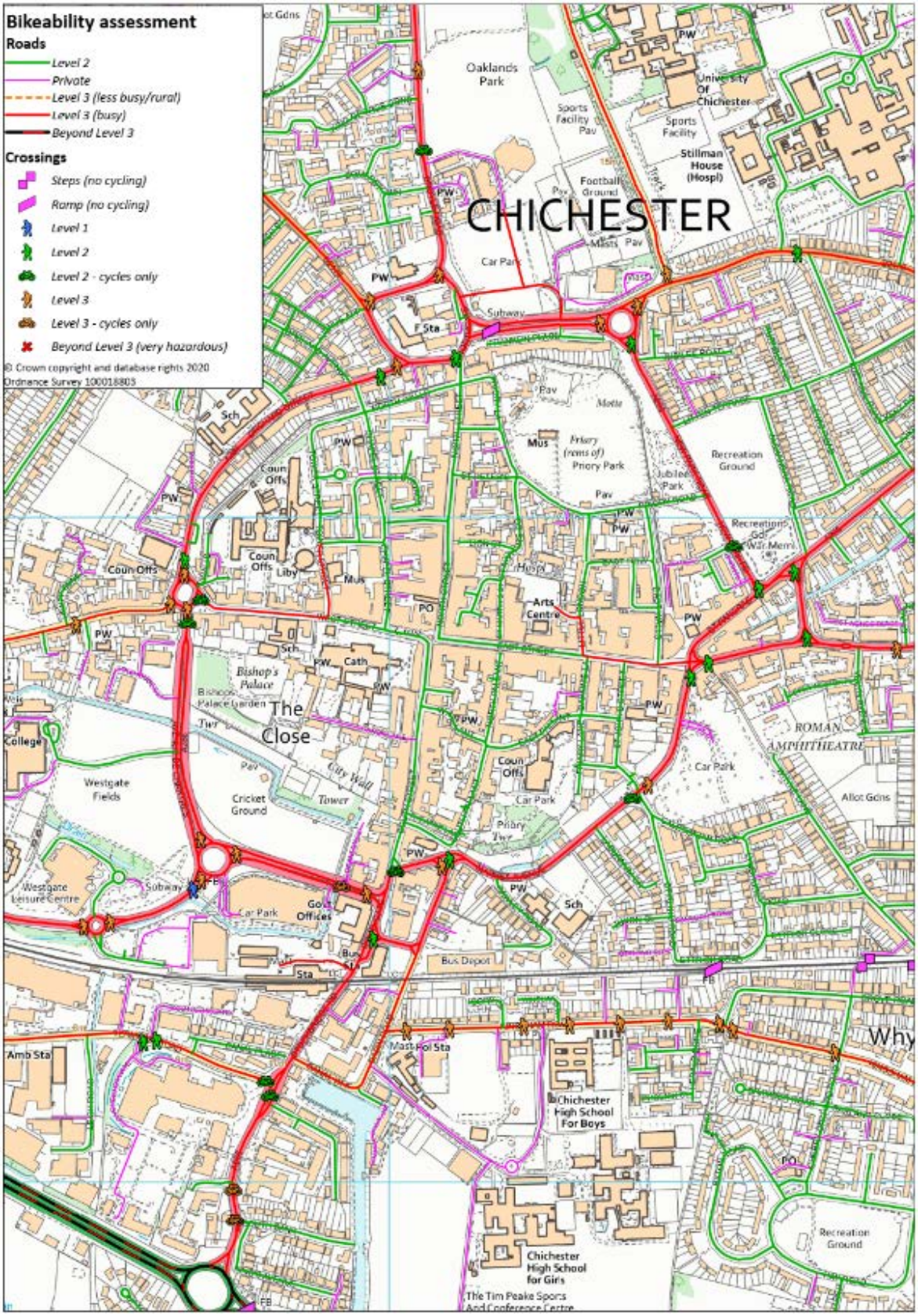


Table 3 below explains the levels used in these plans.

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.

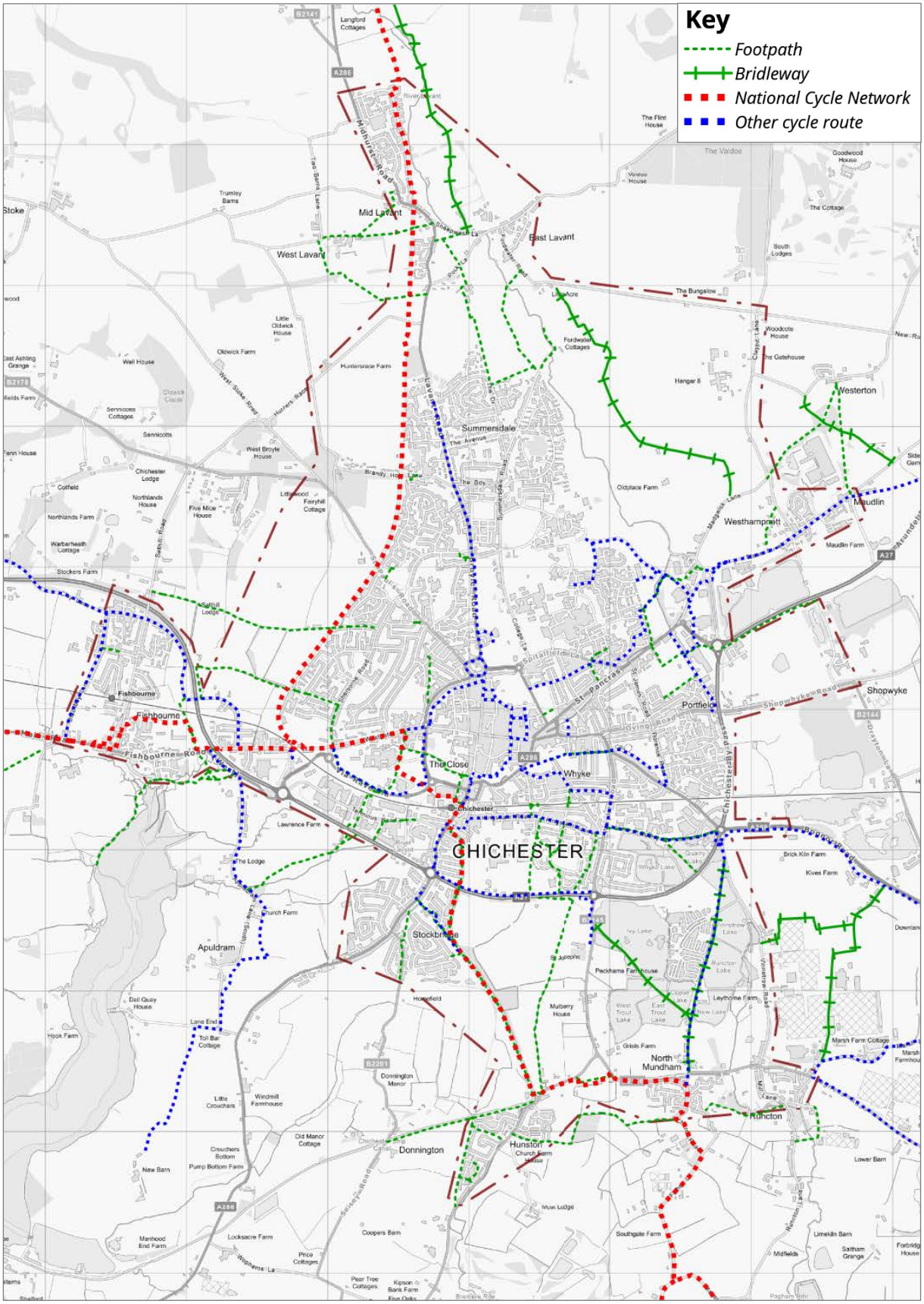
Plan 8 below shows Rights of Way and cycle routes. These were not audited in detail at this stage as this was done as part of the future route development process. The cycle routes include both National Cycle Network (red) and other routes (blue). These are made up of motor traffic-free paths, on-road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

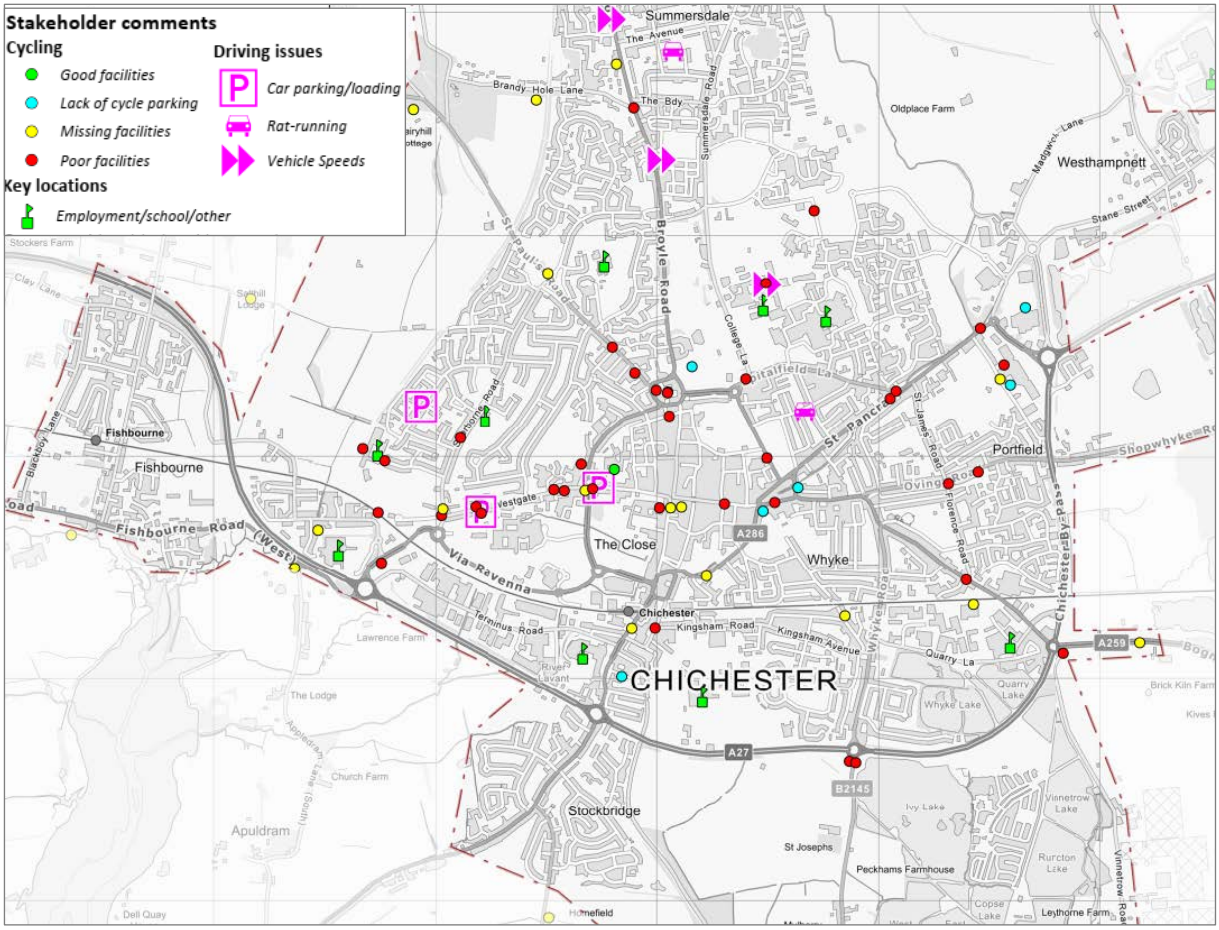


2.5 Stakeholder input

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

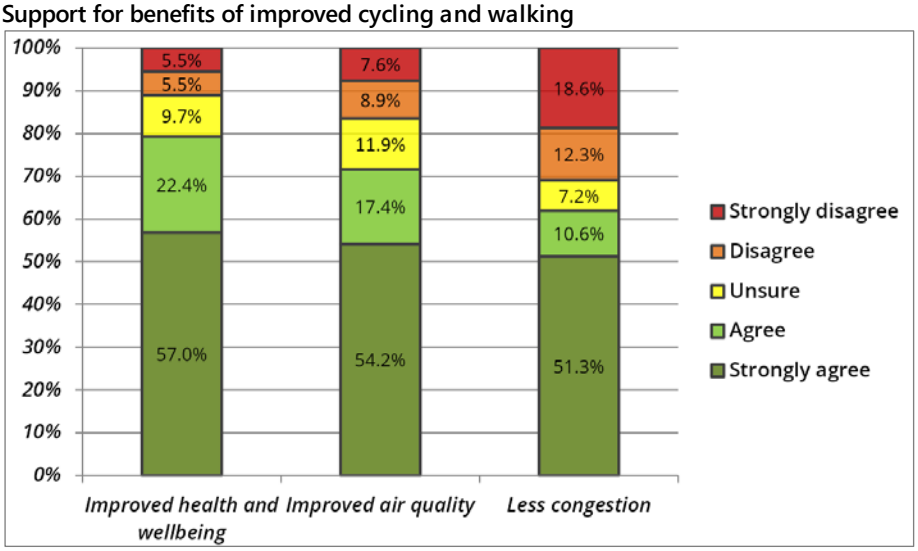
2.6 Public consultation

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).

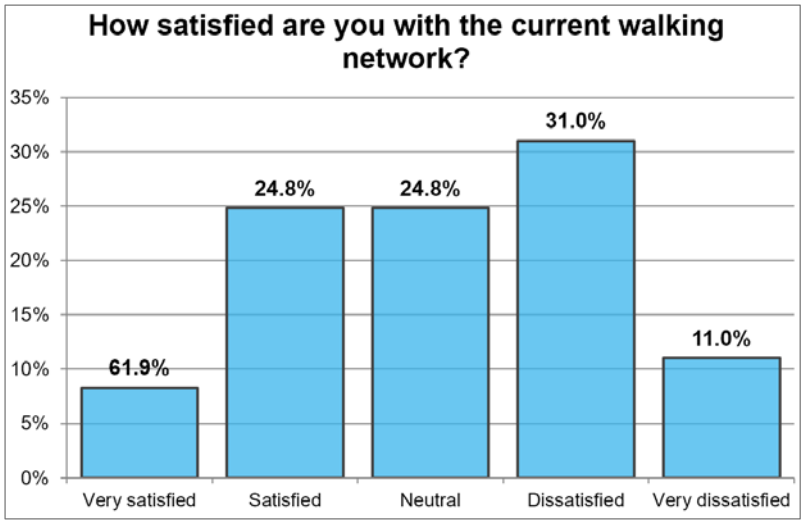
Support for benefits of improved cycling and walking



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

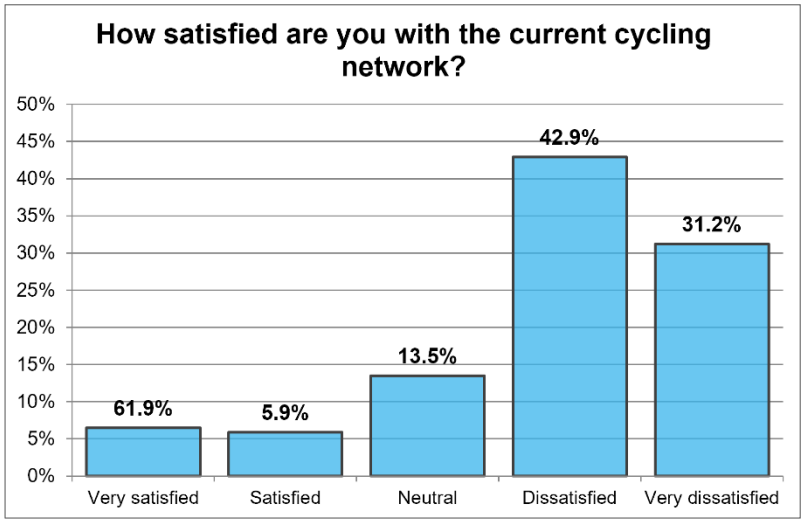


- 'Busy roads' was given as the main issue that prevented respondents from walking or walking more frequently in the area (77). Other top responses included 'quality of physical environment' (62), 'difficult junctions' (60) and 'personal safety' (55)
- Respondents were asked to what extent they thought 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 walking 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***
Protected cycle track	**51.5%**	16.4%	*67.9%*	8.5%	7.9%	15.8%	*23.7%*
Continuous cycleways	**43.6%**	17.2%	*60.8%*	7.4%	11.7%	20.2%	*31.9%*
Additional cycle parking facilities	**37.6%**	32.7%	*70.3%*	15.4%	7.4%	9.9%	*17.3%*
Low Traffic Neighbourhoods	**30.4%**	27.3%	*57.7%*	13.7%	13.7%	14.9%	*28.6%*
Floating bus stop / bus stop bypass	**28.8%**	21.9%	*50.7%*	*24.4%*	11.9%	13.1%	*25.0%*
Bus gates	**28.5%**	23.4%	*51.9%*	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%*
Shared use path	24.7%	**26.5%**	*51.2%*	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%*
Toucan crossing	18.9%	**36.5%**	*55.4%*	*24.5%*	8.2%	11.9%	*20.1%*
Cycle lane (with no physical separation)	18.5%	**35.8%**	*54.3%*	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 supressed 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:

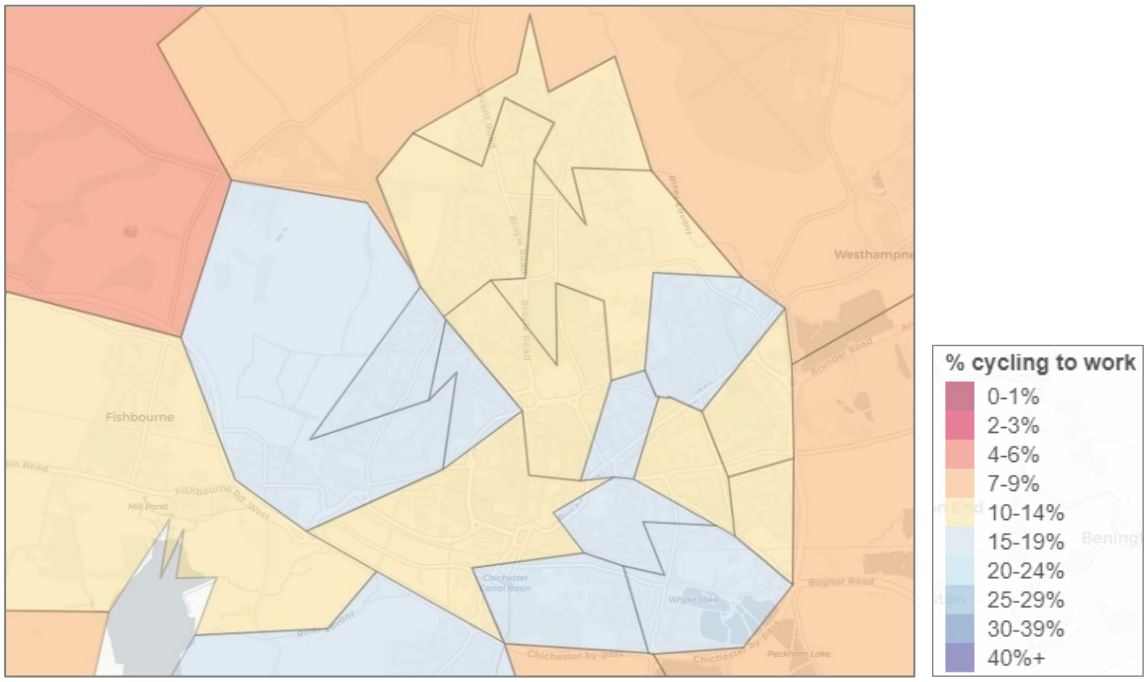
- Defining Core Walking Zone(s) and key walking routes
- Auditing Core Walking Zone(s) and key walking routes
- Identifying improvements

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.

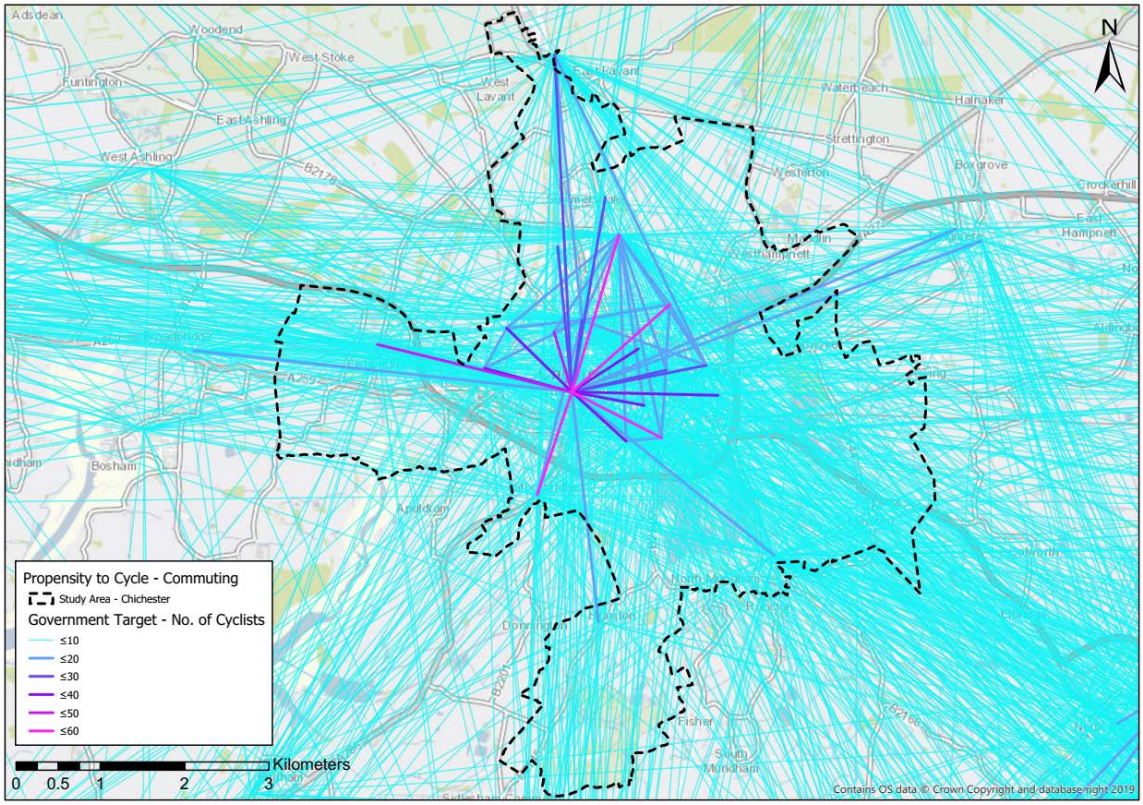
For the Chichester LCWIP, the "Government Target – near market" scenario was used. This shows the increase based on an overall national doubling of cycling, concentrated where the types of trips and socio-demographic profile both support cycling. While cycling levels would increase across the LCWIP area,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

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

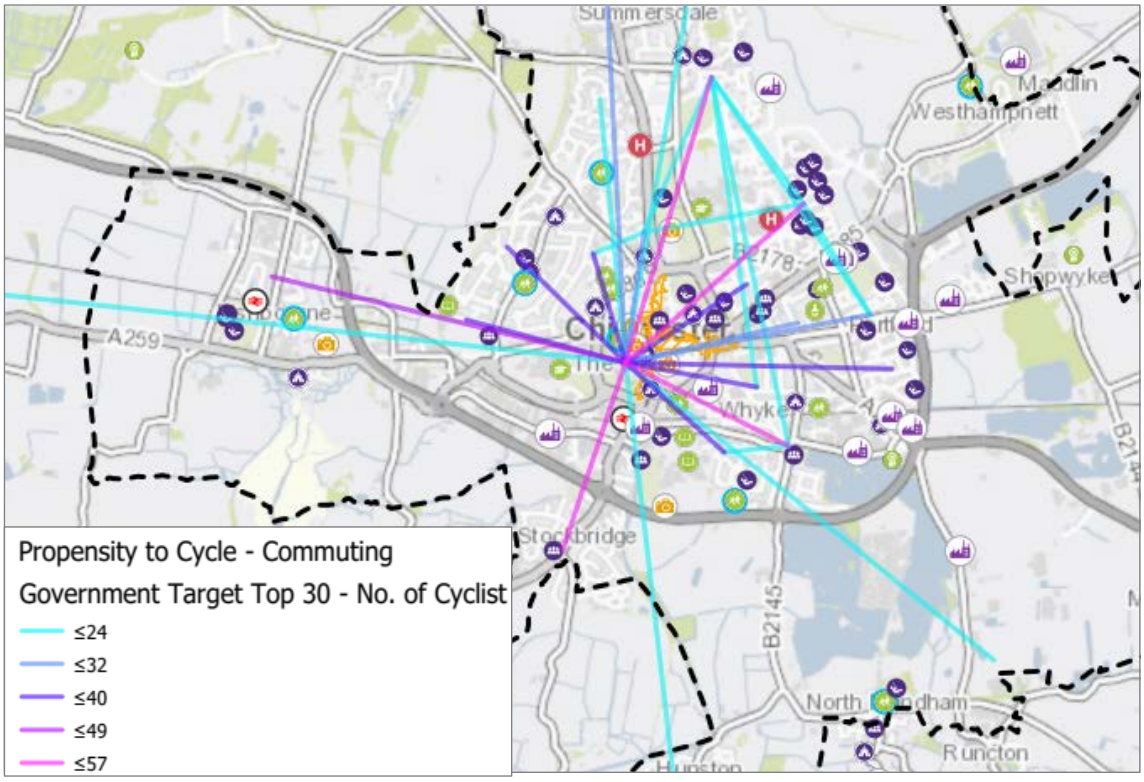


These increases can be examined in more detail to show where trips start and finish. Plan 10 shows the overall level in each LSOA, with idealised straight-line trips between all LSOA pairs in Plan 11. Highlighting the most significant trips shows that the routes with the highest potential are mostly 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



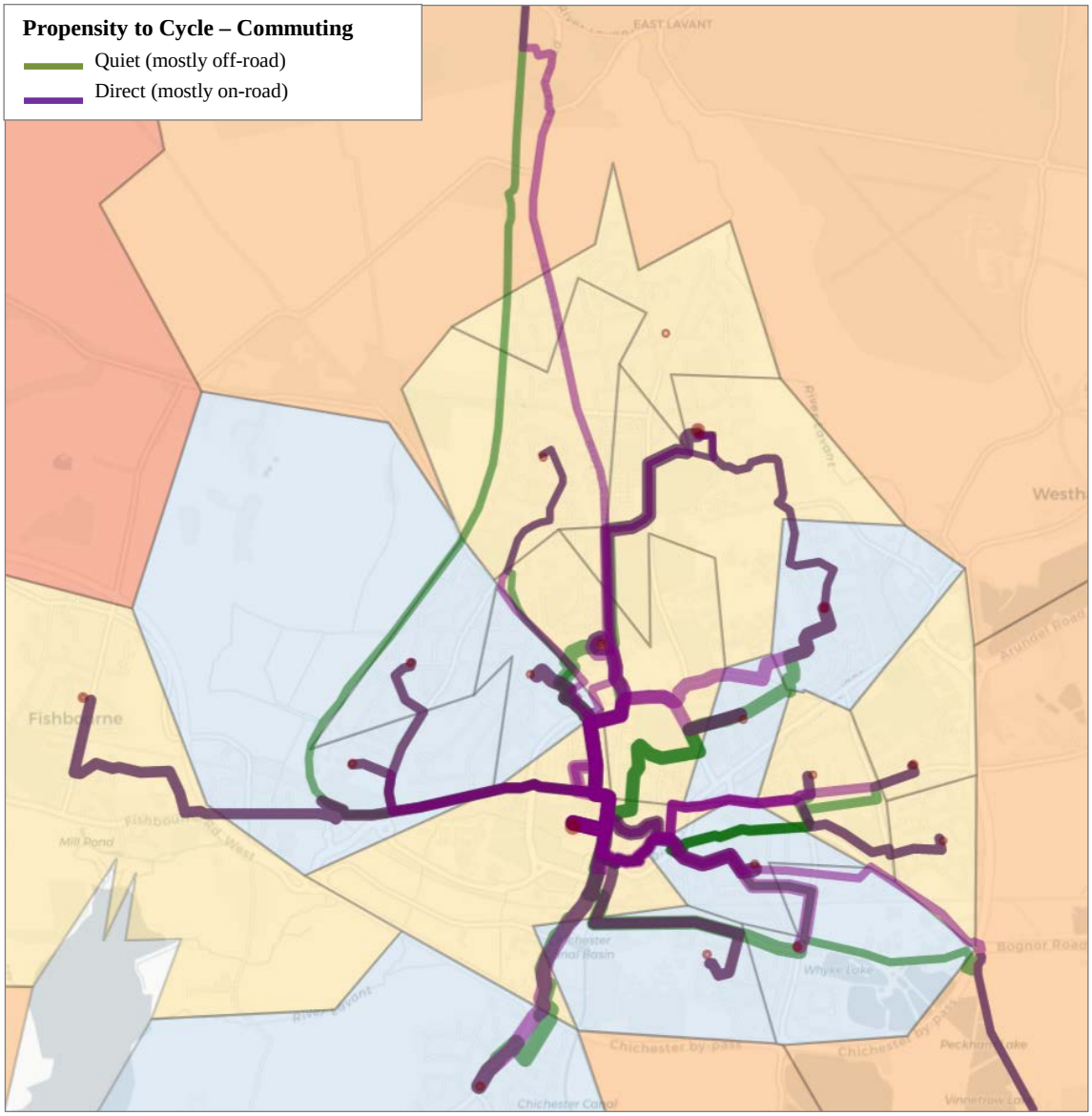
Plan 12: PCT analysis of top 30 origin-destination trips under Government Target – near market scenario



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.

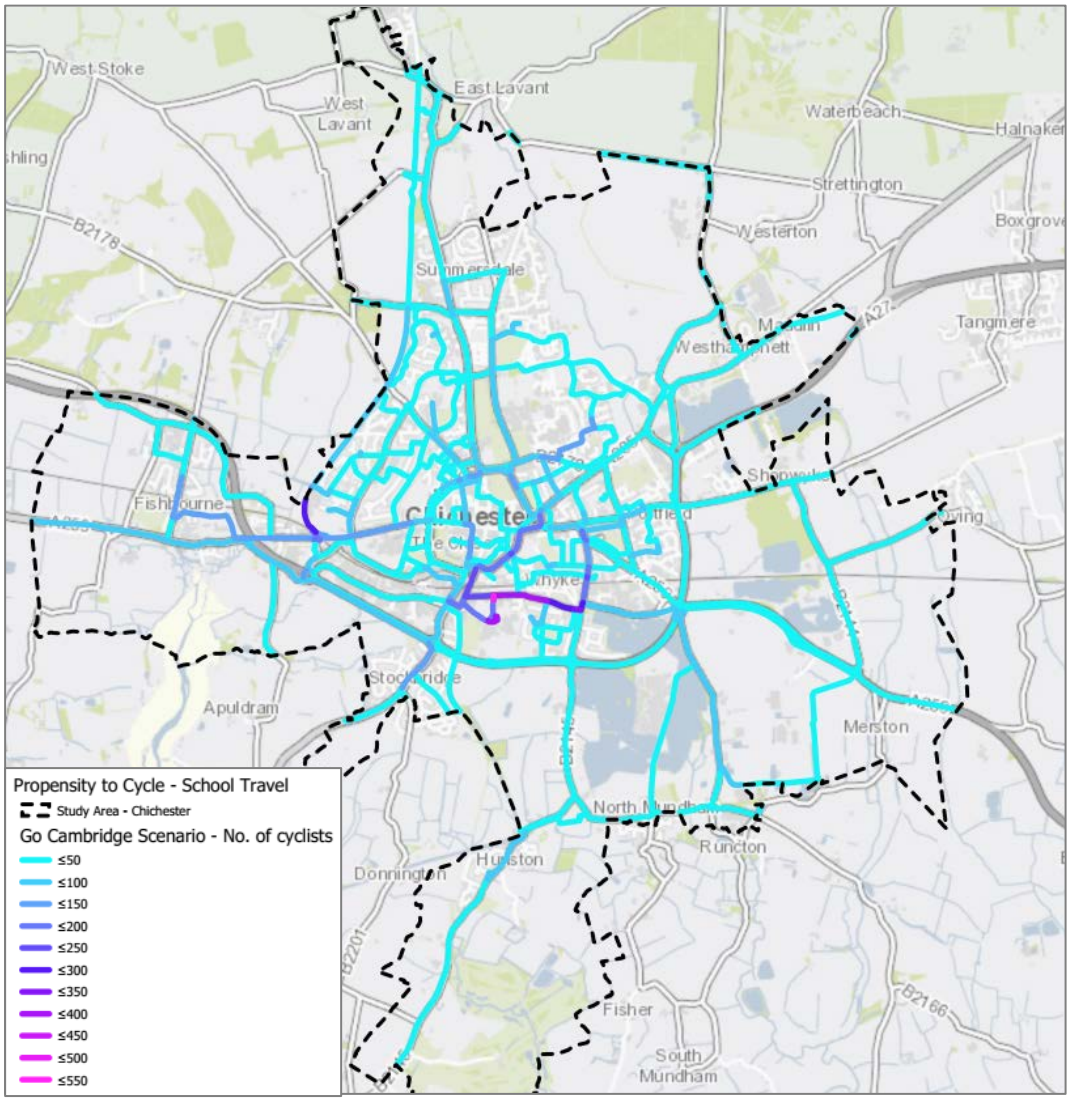
It is important to appreciate that these are potential trips assuming improvements for cycling. Hence some trips are shown along roads which most people would consider to be currently unsuitable for cycling.

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)

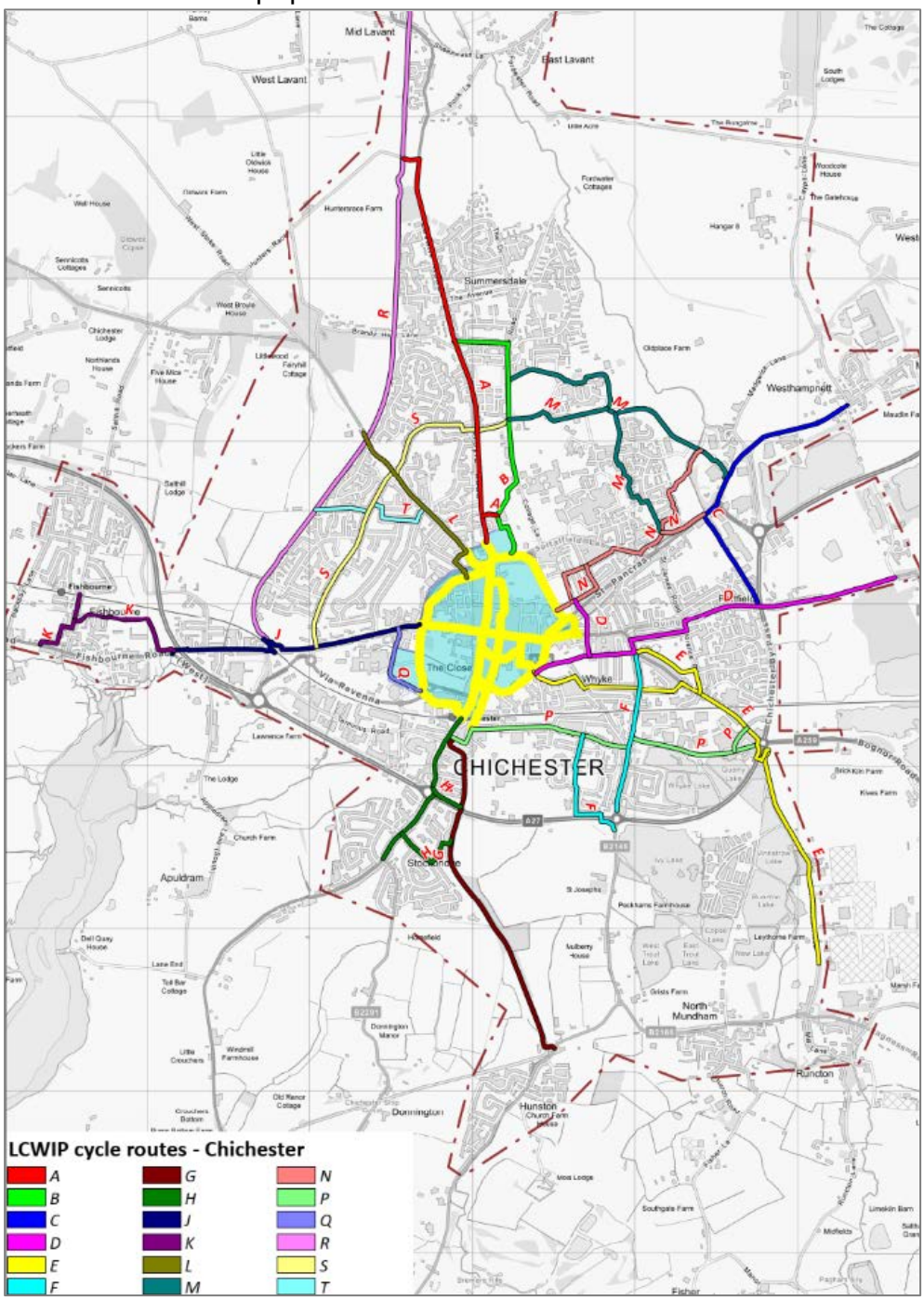
Route network

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

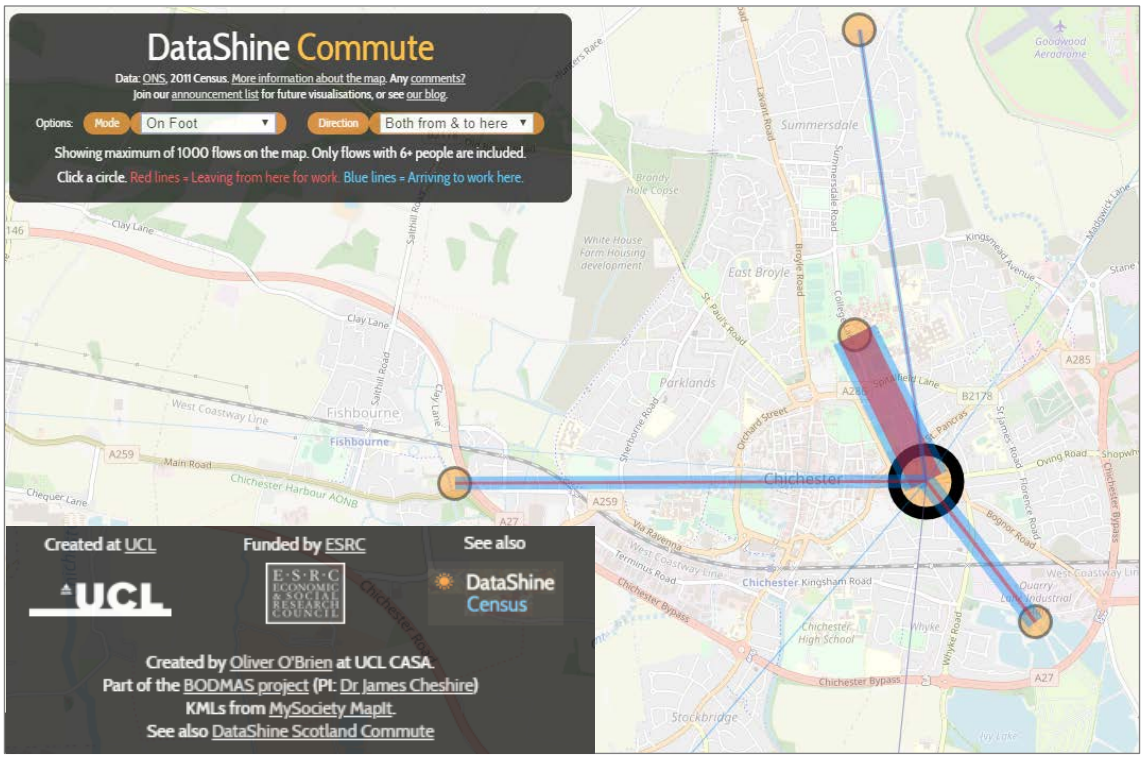
There is no version of the PCT which can be used for walking. However, the Core Walking Zone (CWZ) was defined based on the cluster of key destinations in the city centre. The ring road forms a distinct boundary, matching for the most part the historic city walls. Hence this area was defined as the CWZ.

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)



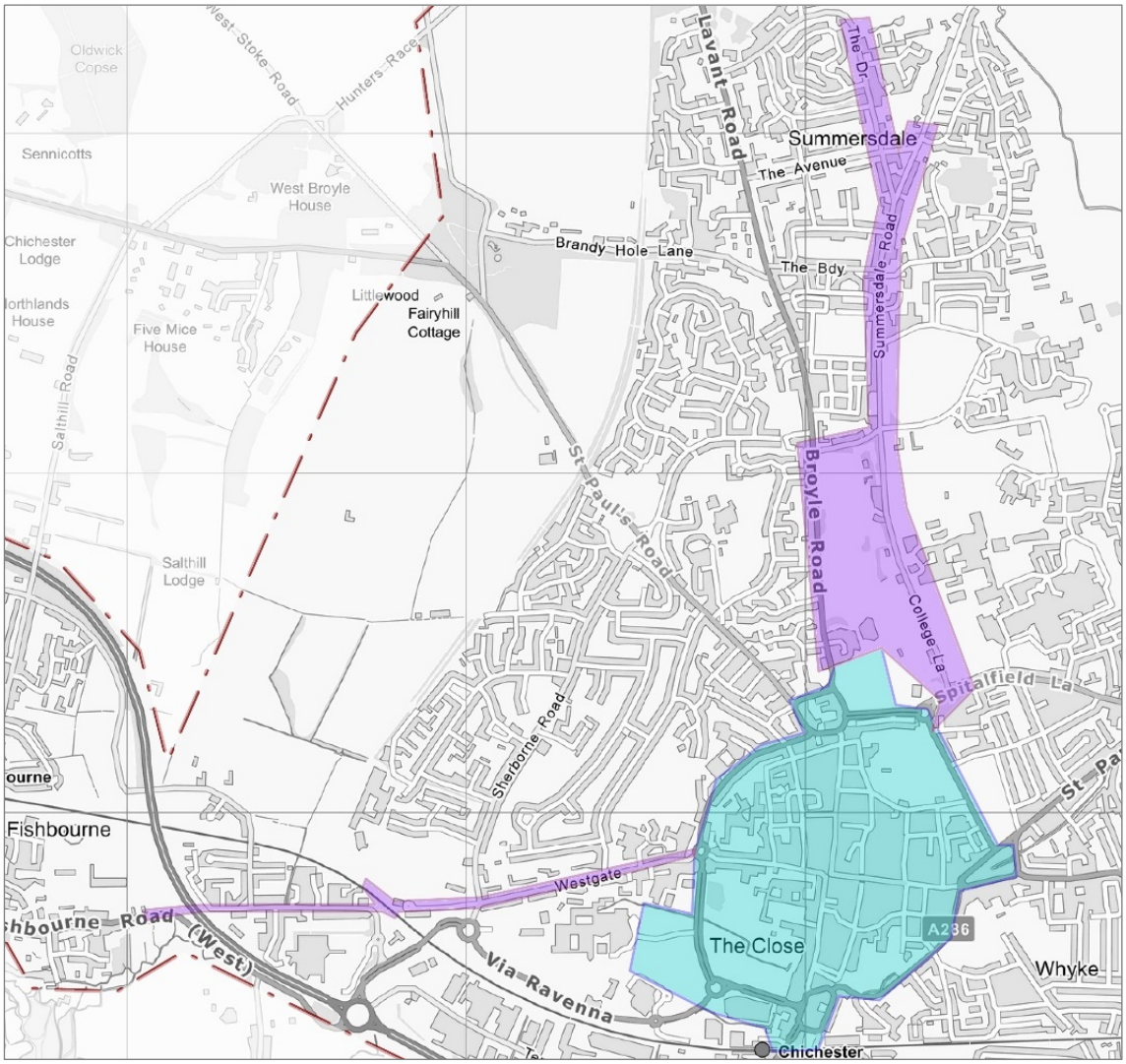
Following discussions with officers, it was agreed that two routes should be assessed in detail:

- 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.

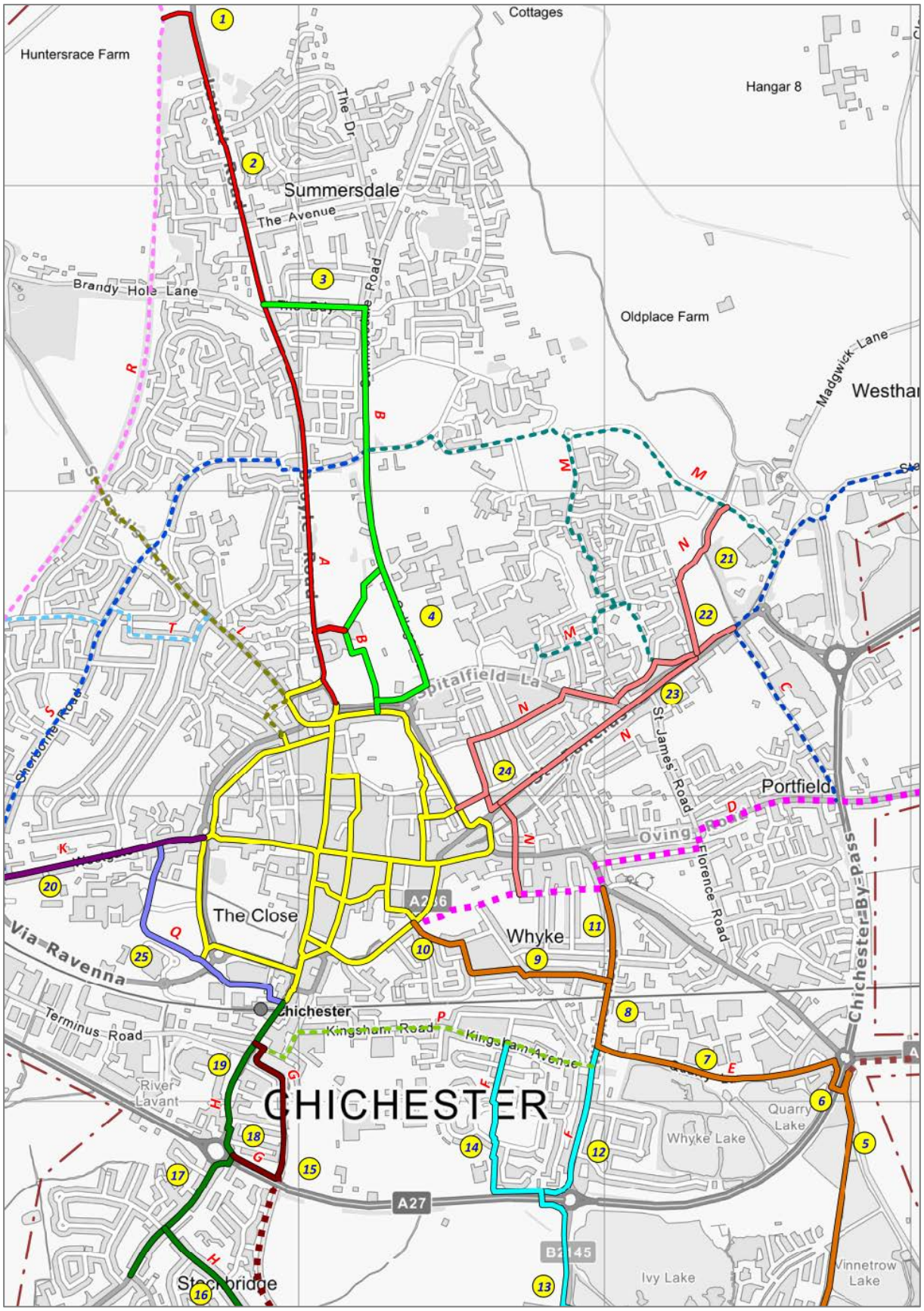
Table 6: Locations of issues on proposed routes (see Plan 19)

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
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	17	Busy main road, with section of shared footway on western side by

Route	Section	Ref	Existing cycling provision
	(Grosvenor Rd – A27)		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)


Huntersrace Farm
Cottages
Hangar 8
Summersdale
The Avenue
Brandy Hole Lane
Oldplace Farm
Madgwick Lane
Westhan
Spitalfield La
St James Road
Portfield
Oving
Florence Road
Chichester By-Pass
The Close
Whyke
Via Ravenna
Terminus Road
Chichester
Kingsham Road
Kingsham Avenue
CHICHESTER
River Lavant
Quarry Lake
Whyke Lake
A27
B2145
Ivy Lake
Vinnetrow Lake
Stockbridge
Sherborne Road

4.3 Routes

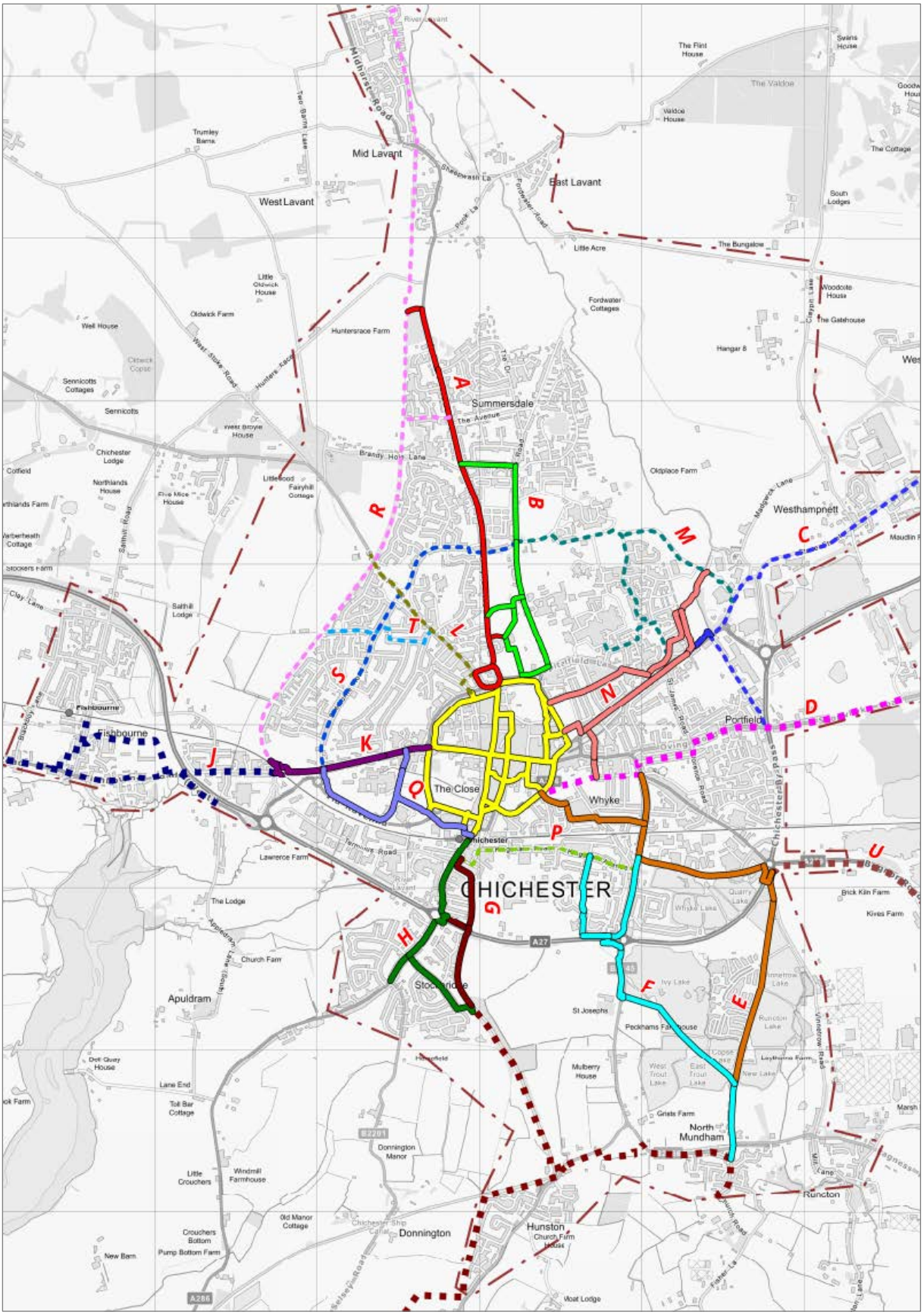
The proposed network comprises 19 individual routes totalling 51.5 km (see Table 7 and Plan 20), with 44.7 km along the main route alignments and a further 6.8 km of links and spurs.

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)


Mid Lavant
West Lavant
East Lavant
Summersdale
Westhampnett
Portfield
Whyke
The Close
CHICHESTER
Fishbourne
Apuldram
Donnington
Hunston
North Mundham
Runcton
A
B
C
D
E
F
G
H
J
K
L
M
N
P
Q
R
S
T
U

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).

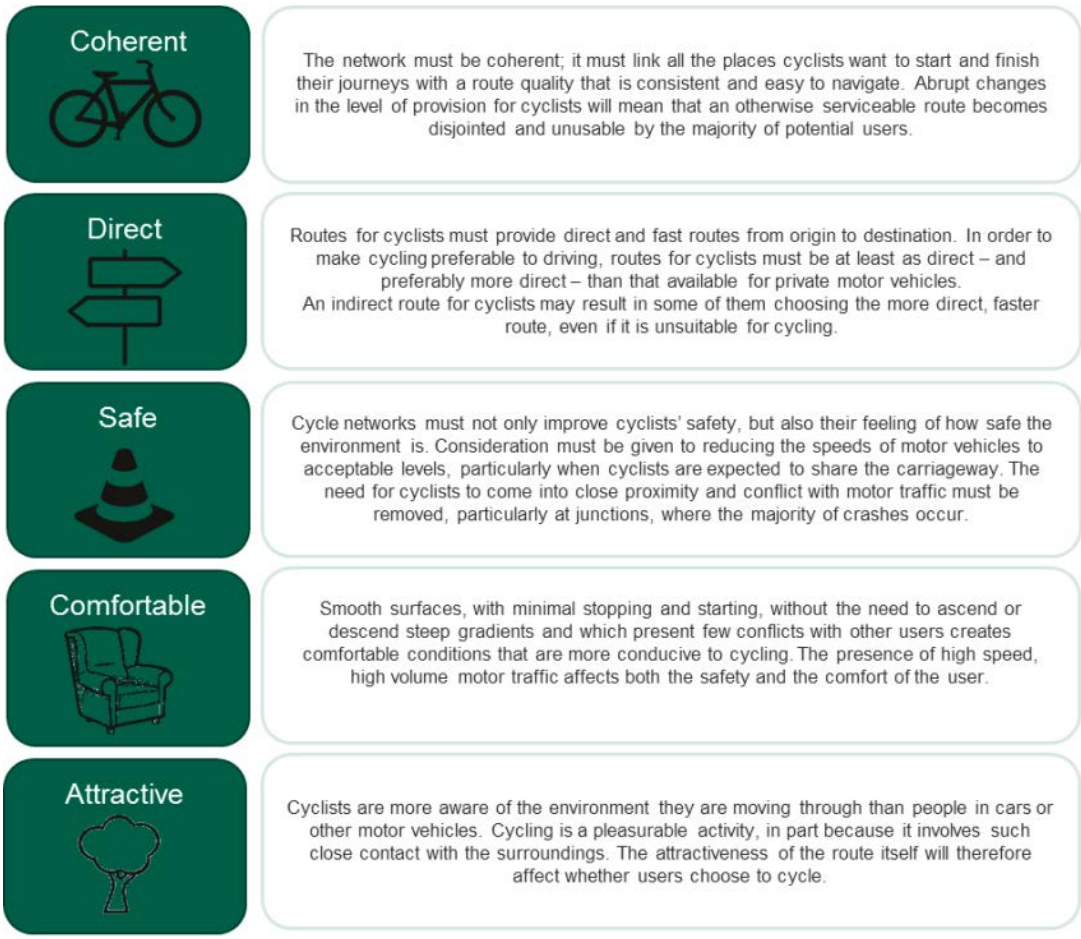
The assessment involved the application of the DfT's RST to the existing route alignment and then to the route following the proposed interventions. This shows the level of improvement that can be achieved.

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.

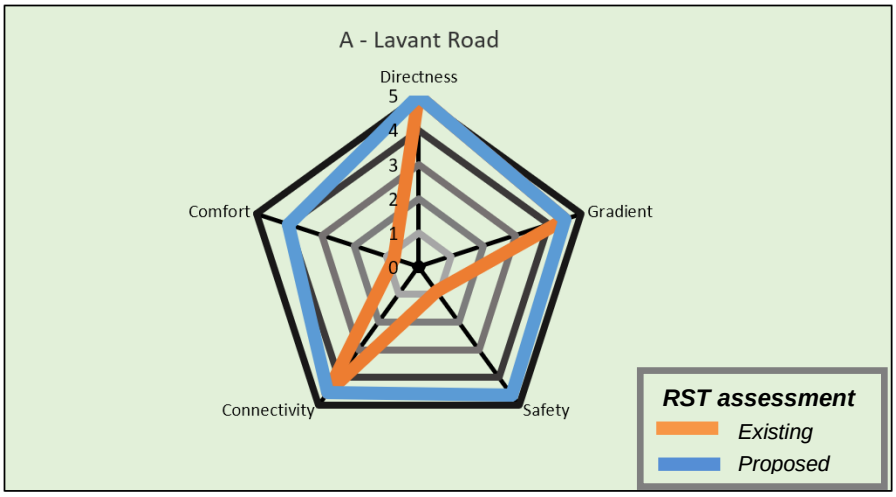
The intention of the improvements is to meet the key design outcomes which are described in the LCWIP guidance. These include conforming to LTN1/20.

Key design outcomes, DfT LCWIP guidance



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.

Example RST assessment for proposed Route A



Number of Existing Critical Junctions/Crossings	6
Number of Potential Critical Junctions/Crossings	1

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

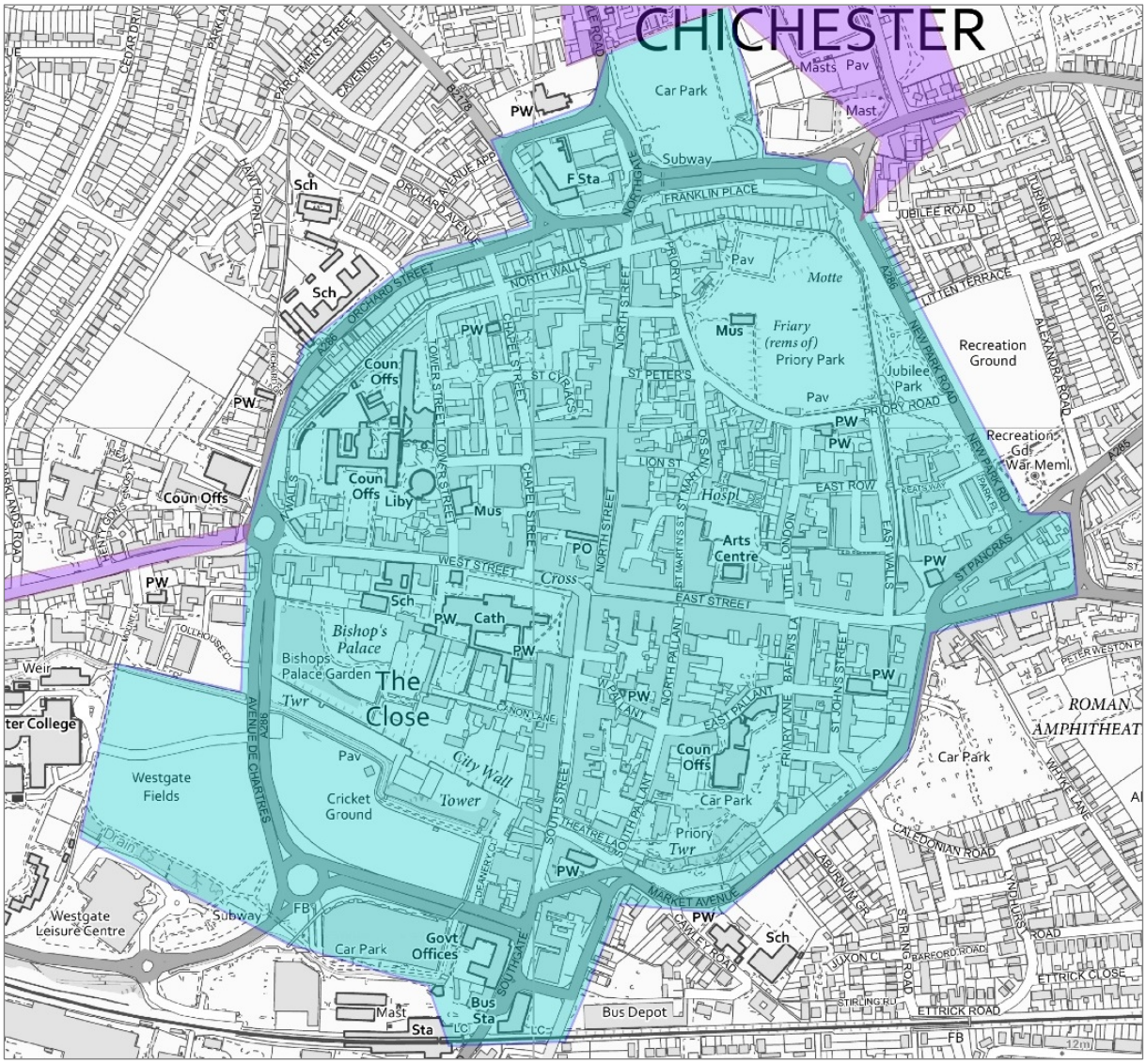
The maximum score possible is 40. The WRAT guidance recommends that any item with a score under 70% (28 out of 40) is considered to be poor. While the guidance does not differentiate between items scoring over 70%, these have been divided into two groups for this LCWIP: Adequate (70%-85%) and Good (over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

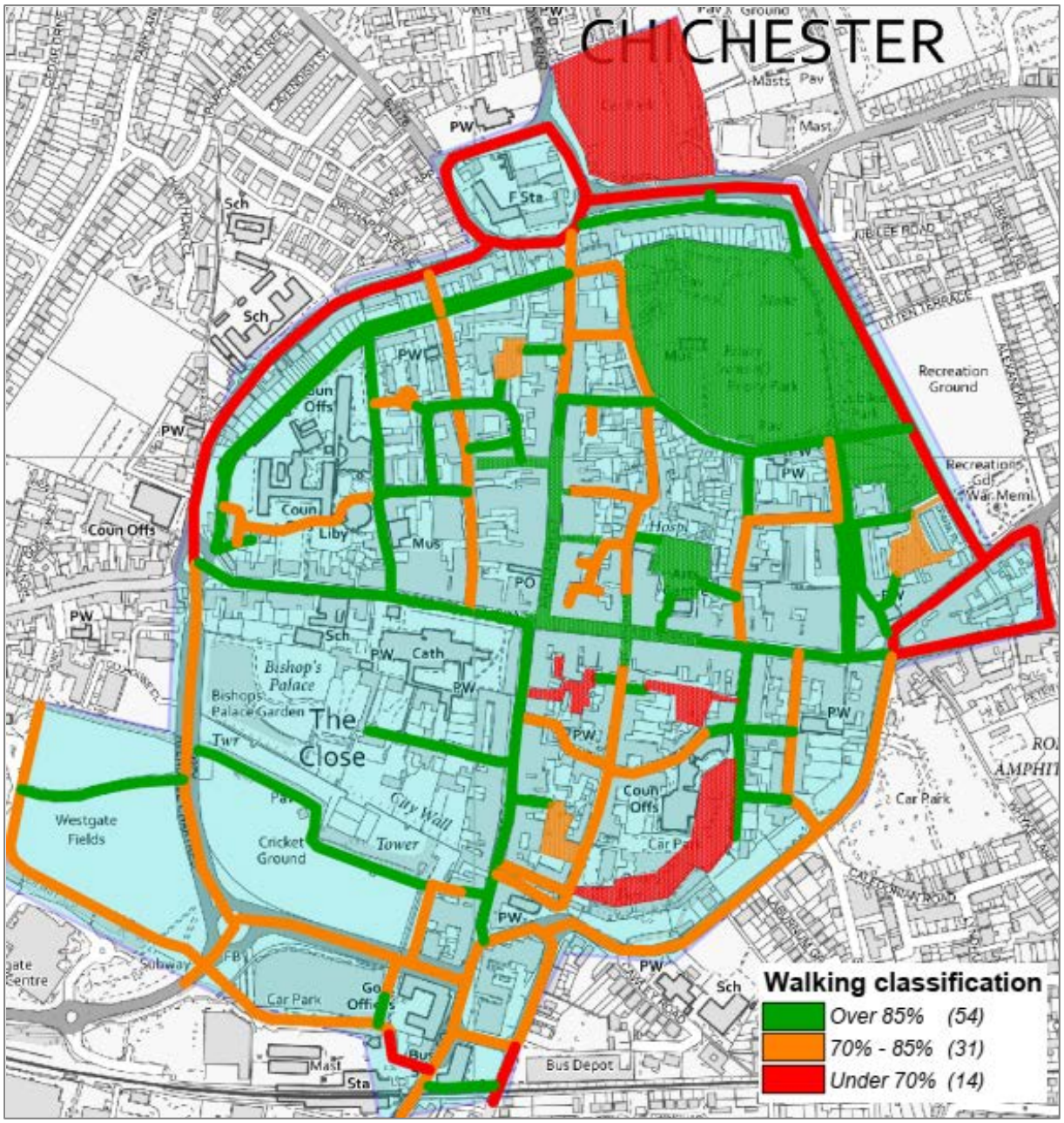
Table 9: Links in CWZ

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/Hornet 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.

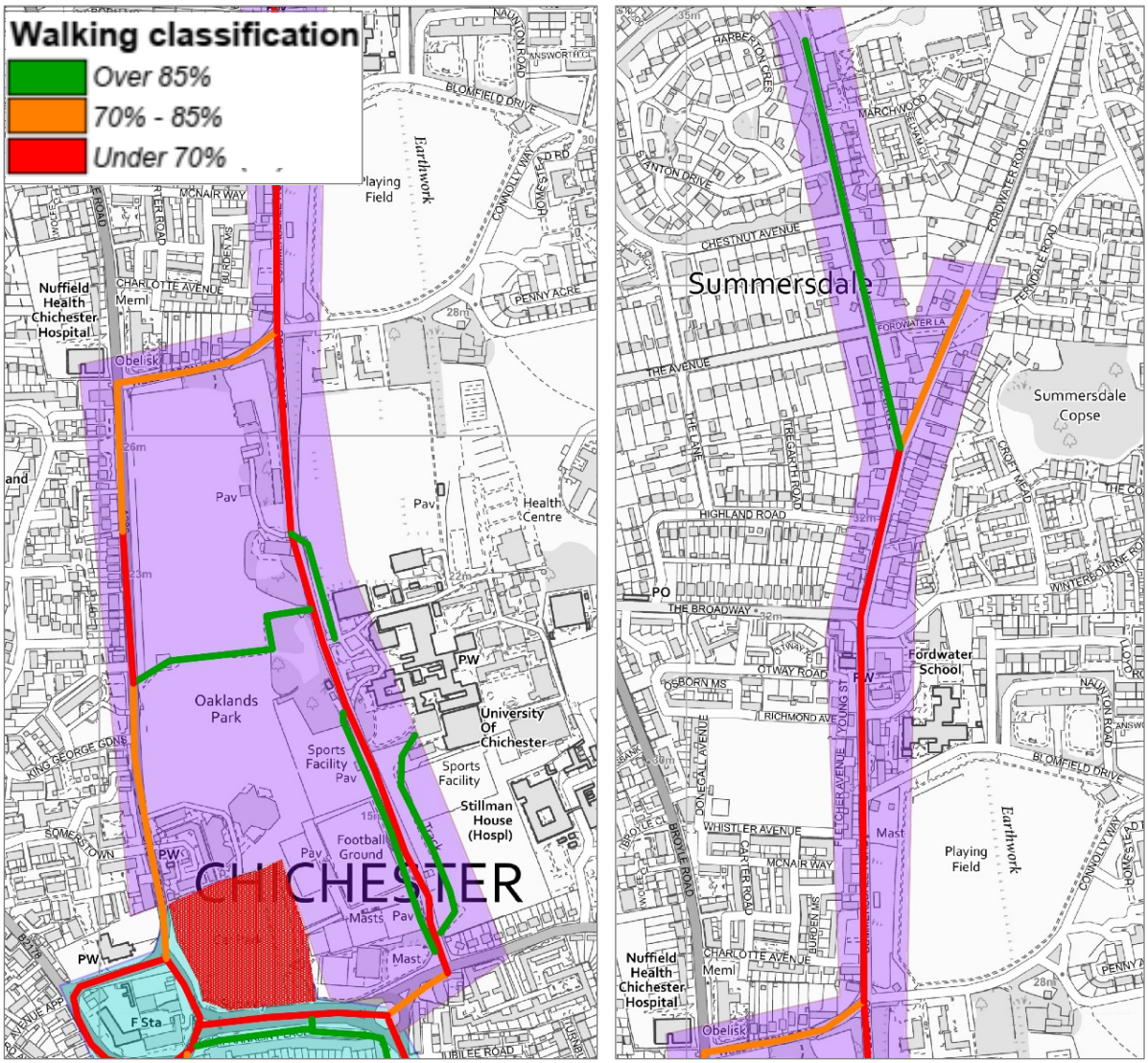
- **Western route –** this runs for 1.7km, from the west of the CWZ along Westgate as far as Fishbourne Road West and the link to Fishbourne Palace. It follows the same alignment as cycle routes J and K.

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



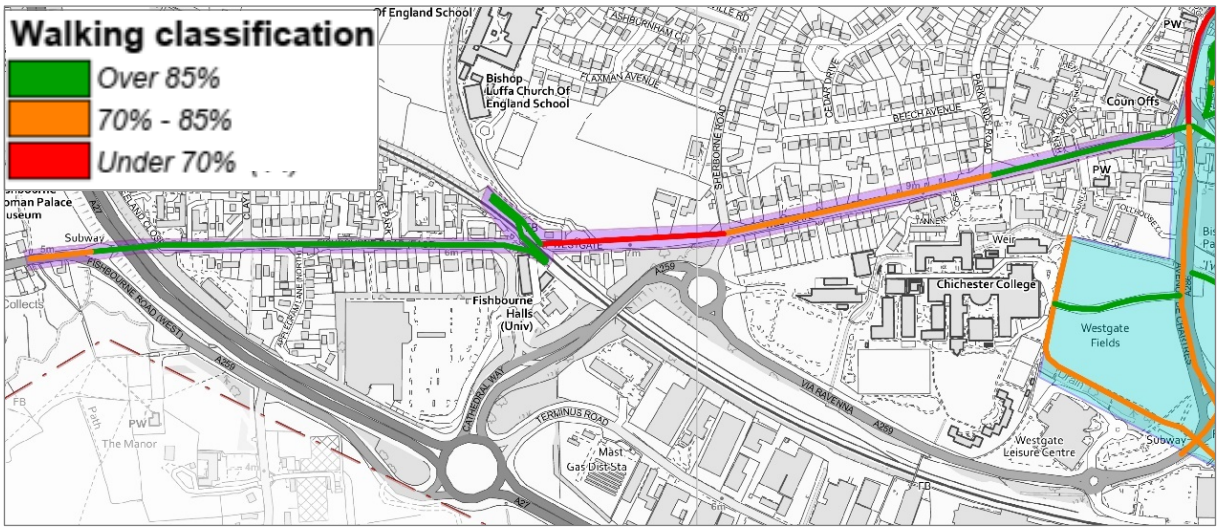
Northern walking route – link between Northgate car park & Chichester Festival Theatre

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

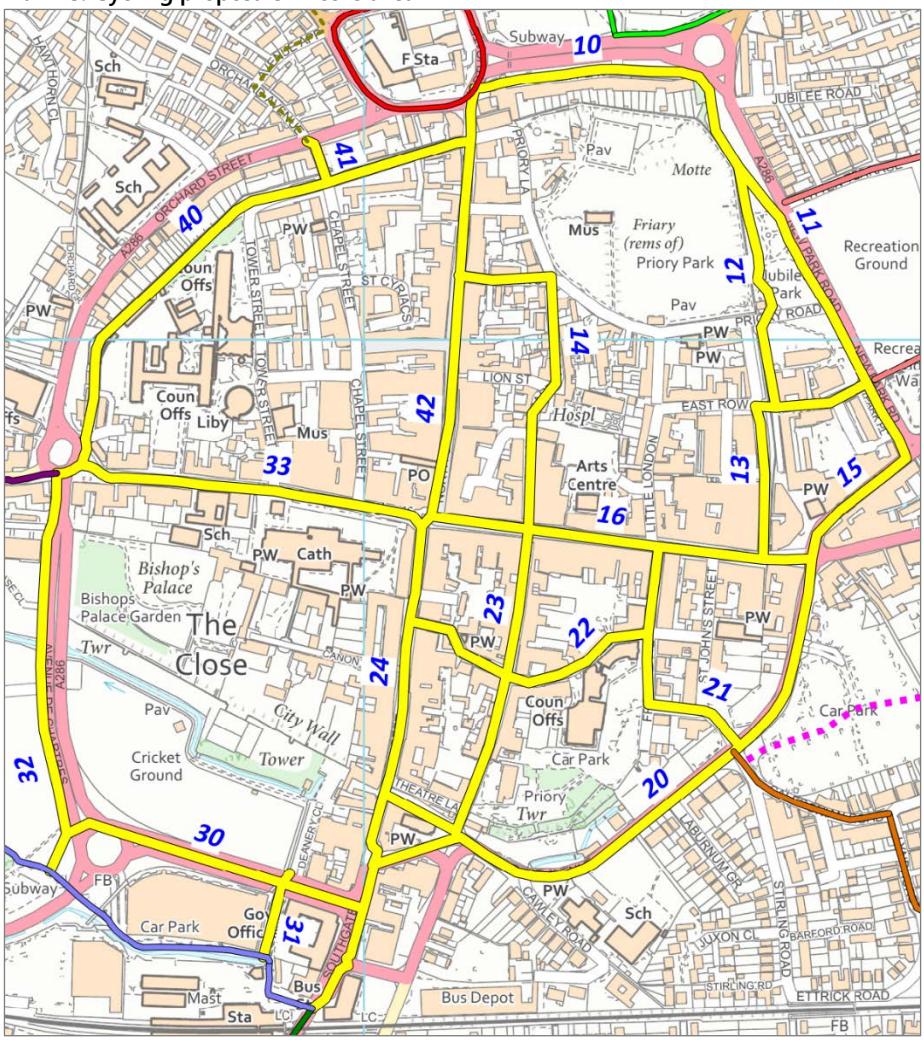
A range of sources were used to develop detailed proposals for cycling and walking. As well as best practice examples from other locations in West Sussex, good practice elsewhere in the UK and indeed abroad was used. The final LCWIP has been revised to take account of LTN1/20, DfT's guidance on design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

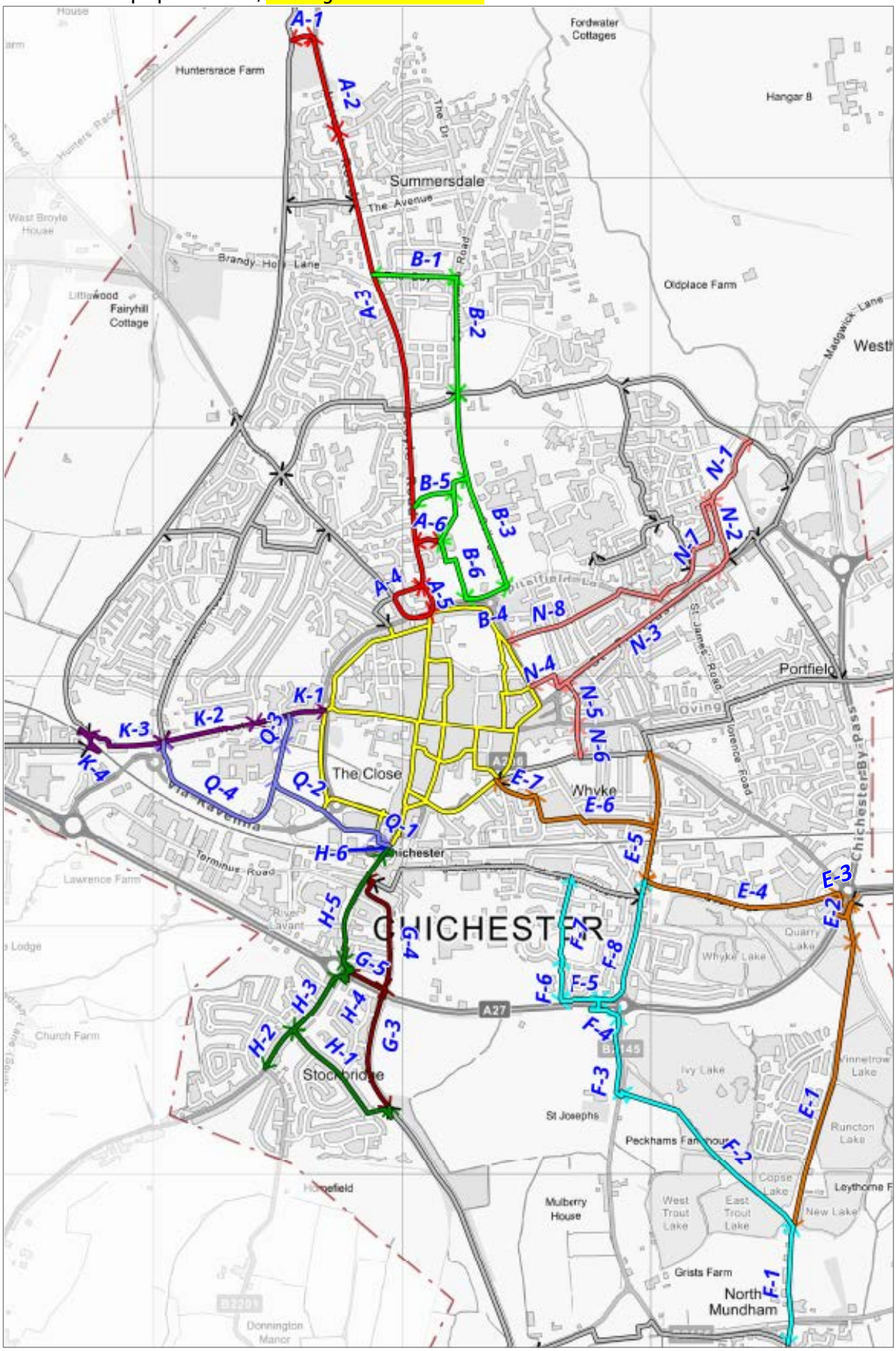
Link	Quad-rant	Name	Do Minimum	Do More	Length (km)
10	**NE**	**Franklin Place**	New parallel route on quiet side street with Toucan crossing of Oaklands Way (see B4)	See B4	0.211
11	**NE**	**New Park Road**	Parallel two-way cycle track	Toucan crossing to Litten Terrace	0.464
12	**NE**	**Jubilee Gardens**	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
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

Link	Quad-rant	Name	Do Minimum	Do More	Length (km)
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)

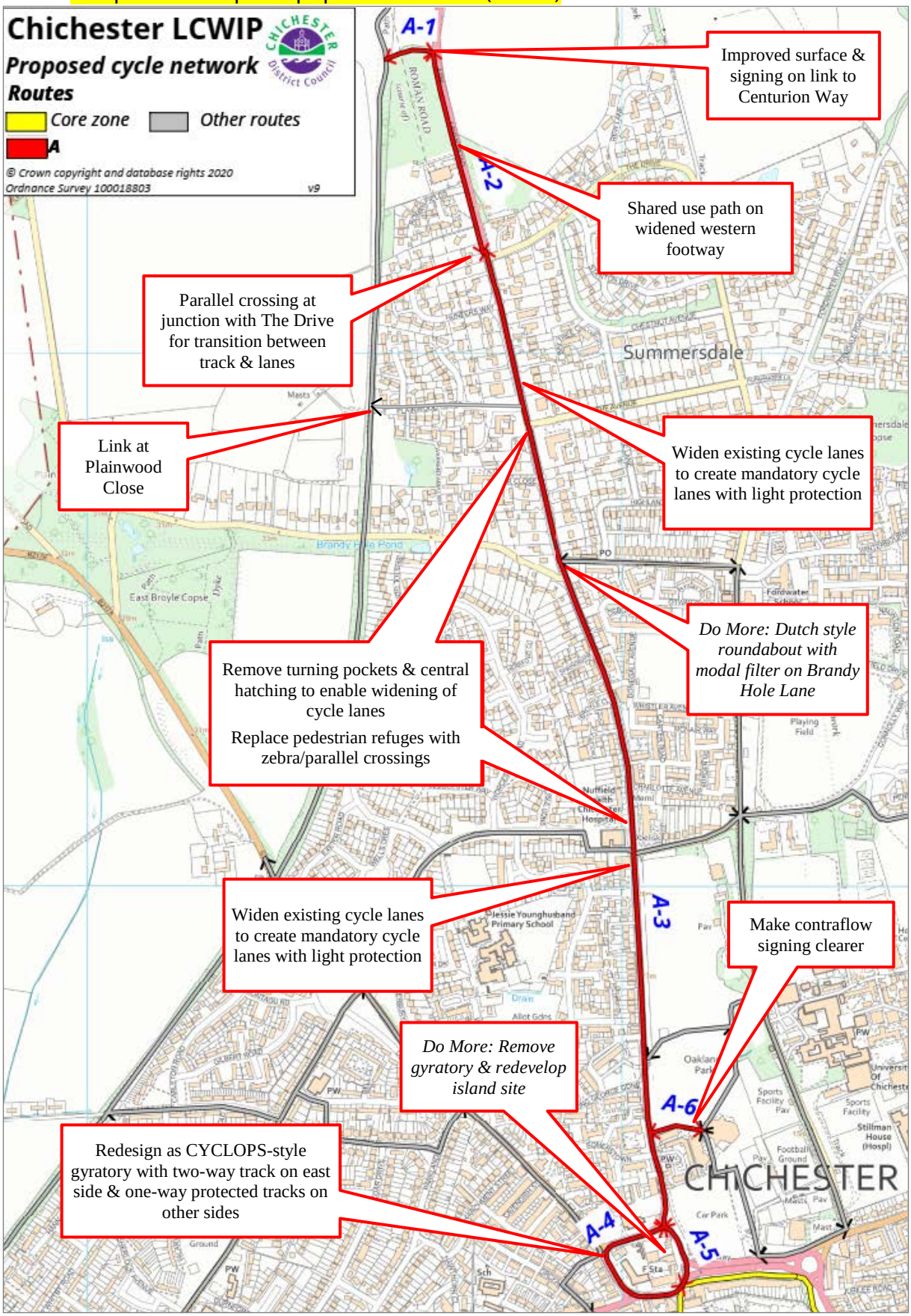


Table 11: Main interventions – "Do Minimum" & "Do More" (references are to Plan 26)

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 intermittent cycle lanes (cyclists giving way at arms)	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		Redesign as CYCLOPS-style gyratory with one-way protected tracks on south, west & north side	
	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	

Route	Section		Main/	Existing	Do Minimum	Do More (extra measures)
B	**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. NB this would also benefit Routes M & S.
	Summers-dale Rd	2	Main		Cycle street treatment including removal of on-street parking Upgrade existing side-entry junctions along route to continuous footways	
	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
	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)

Route	Section		Main/	Existing	Do Minimum	Do More (extra measures)
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
	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

Route	Section		Main/	Existing	Do Minimum	Do More (extra measures)
	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	
	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)

Route	Section		Main/	Existing	Do Minimum	Do More (extra measures)
	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

H	**Grosvenor Rd**	1	Main	No provision – quiet resid-ential 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 Stock-bridge 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 Stock-bridge 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	Remove existing shared use path & replace with stepped cycle tracks Stockbridge Road to have bus gate, restricting access to cycles, buses & taxis only, as

Route	Section		Main/	Existing	Do Minimum	Do More (extra measures)
					Road/Terminus Road to incorporate proposed cycle tracks/lanes, include cycle priority facilities on all approaches	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
	Westgate (Parklands Rd - Sher-borne Rd)	2	Main	Quiet road (rat-running & school traffic), narrow gaps at traffic calming	Alternative approaches: • 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

Route	Section		Main/	Existing	Do Minimum	Do More (extra measures)
	Cutten Way	5	Main	Private residential dead-end with public cycle & walking access to footbridge	Improved signing clarifying legal access for cyclists & pedestrians	
	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 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

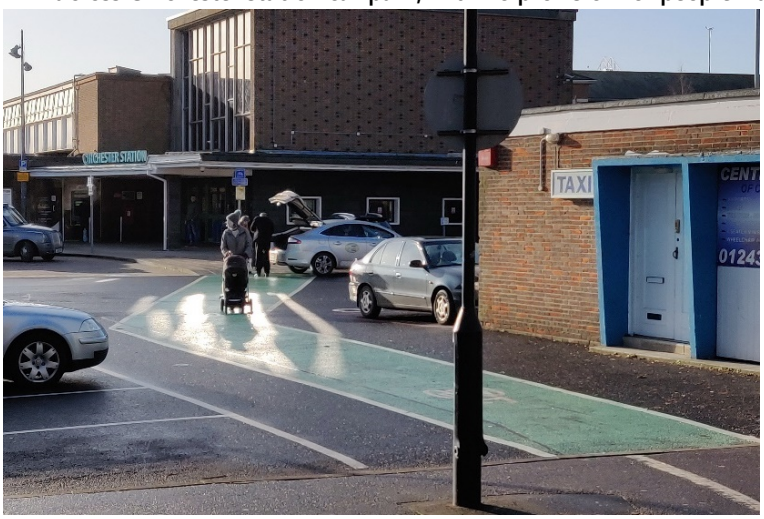
Developing specific recommendations for the core walking zone and key walking routes is more complex than for cycling, as there are a much larger number of smaller measures. Full details are therefore provided in Appendix C rather than in the main LCWIP.

The cost estimate in Table 14 is based on the range of measures set out in the Appendix. However, the estimate in 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.

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 *(also* Local Transport Note *in 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
Bus gate 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.	
Continuous footway 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.	
Contraflow cycling 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.	
Cycle bypass Physical separation for people cycling enabling them to avoid a restriction for other road users such as traffic signals and chicanes	

Cycle lane **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.	
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.	
Cycle parking 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.	 

Cycle street Low traffic street where motor vehicles are allowed but cycling has priority	
CYCLOPS 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.	
Dutch style roundabout 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. Zebra crossings across the cycle tracks give pedestrians priority over cycles. The roundabout is designed to encourage slower driving, with a central over-run area allowing larger vehicles to turn safely.	
Floating bus stop / bus stop bypass 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).	

Light protected cycle lane 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.	 
Low Traffic Neighbourhood (LTN) 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.	
Modal filter (road closure) 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)	

Parallel crossing 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.	
Parklet 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.	
Protected cycle track 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.	
Raised table A flat raised section of the carriageway, used to slow traffic and make it easier for pedestrians (and cycles, where appropriate) to cross	

School Street 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.	
Separated path 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	
Shared use path 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.	
Signing 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.	

Staggered barriers & access controls 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.	 
Tactile paving 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.	
Toucan crossing A signal controlled crossing that can be used by both pedestrians and cycles (may be on a raised table)	

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Chichester LCWIP

Appendix B

Cycling audit & route assessments

V1 June 2020

V2 Feb 2021

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

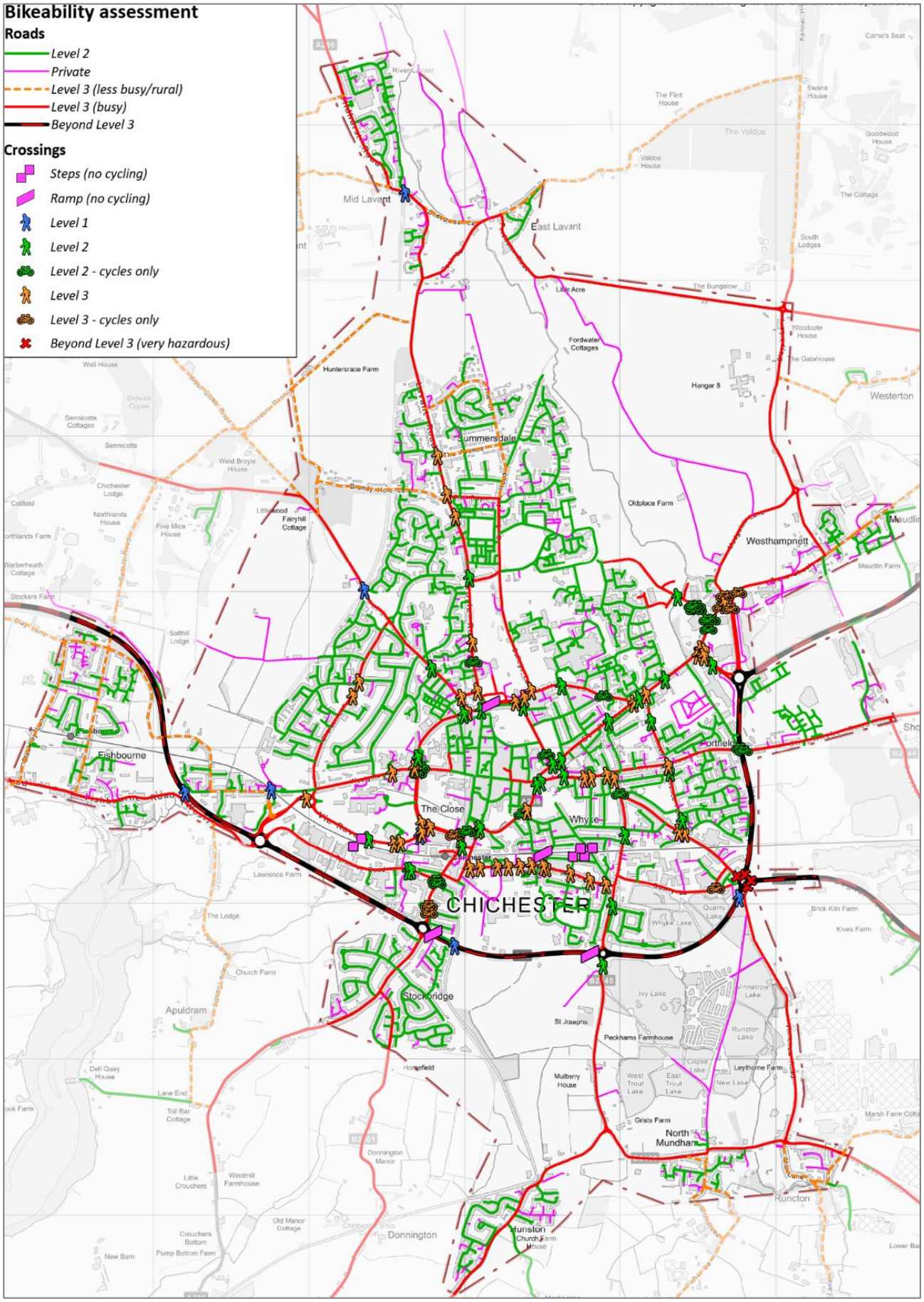
Table 1 sets out the Bikeability assessment levels used in the following plans.

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.

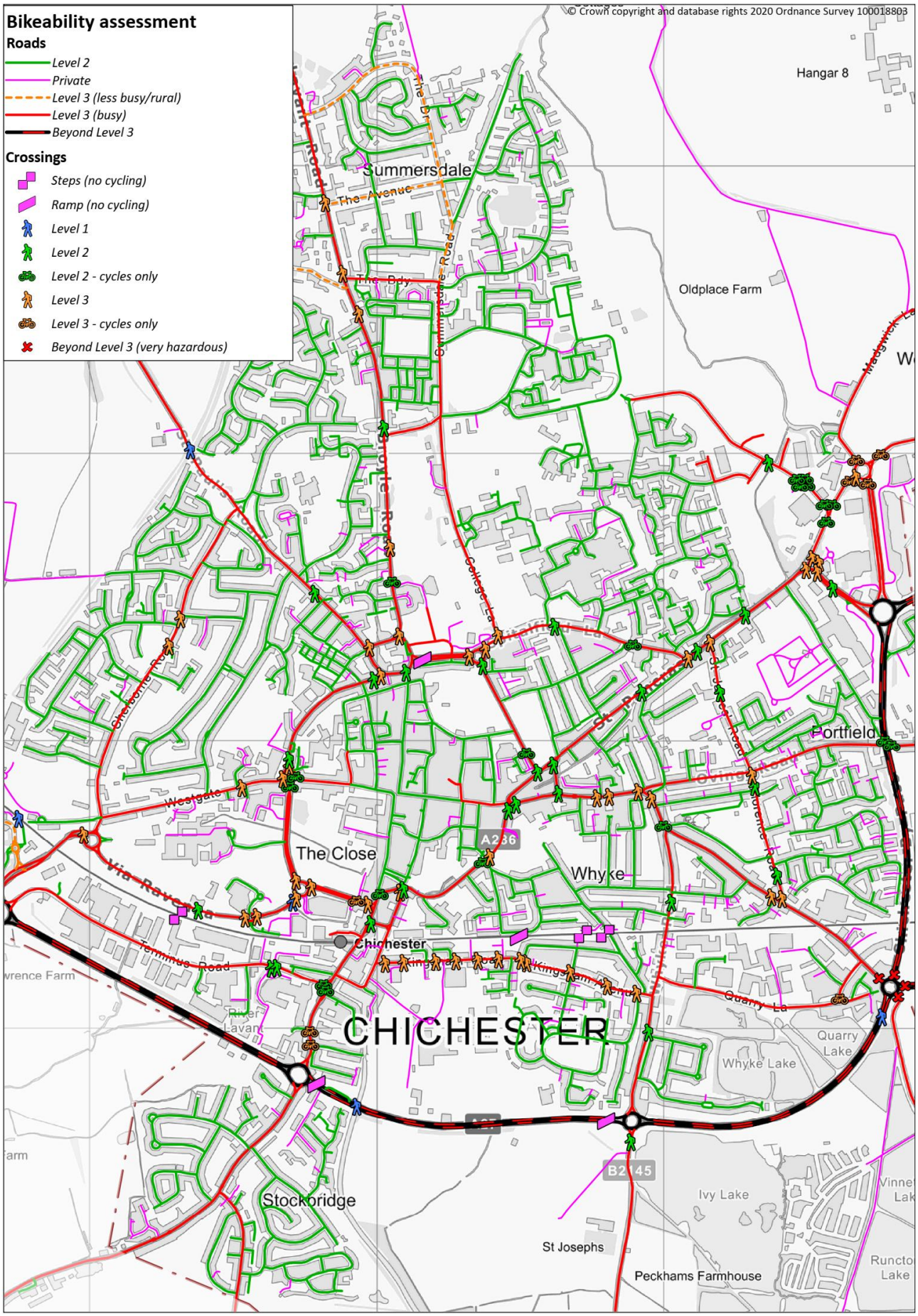
Table 1: Bikeability assessment audit levels

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

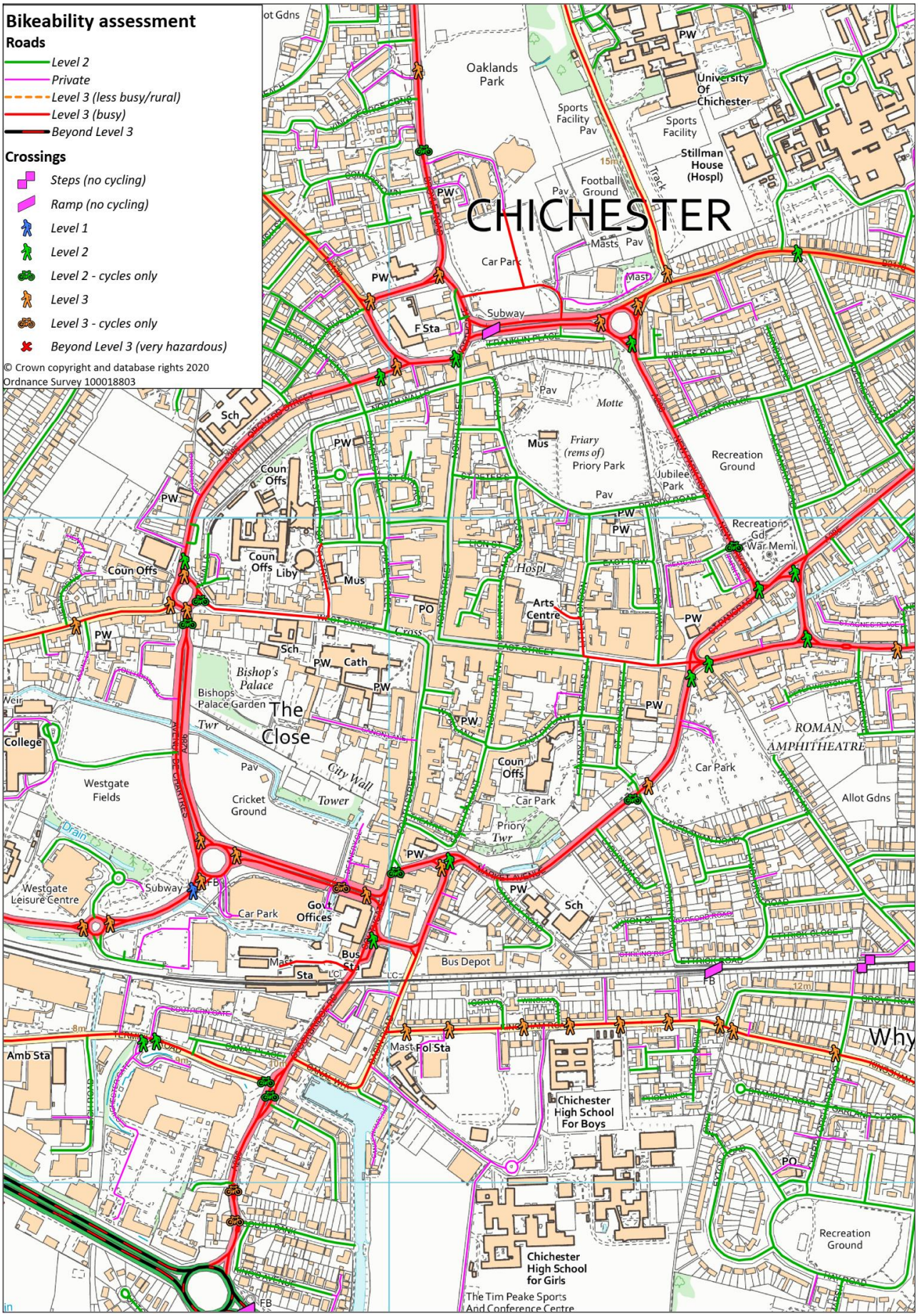
Plan 1: Bikeability assessment of roads and crossings in the LCWIP area



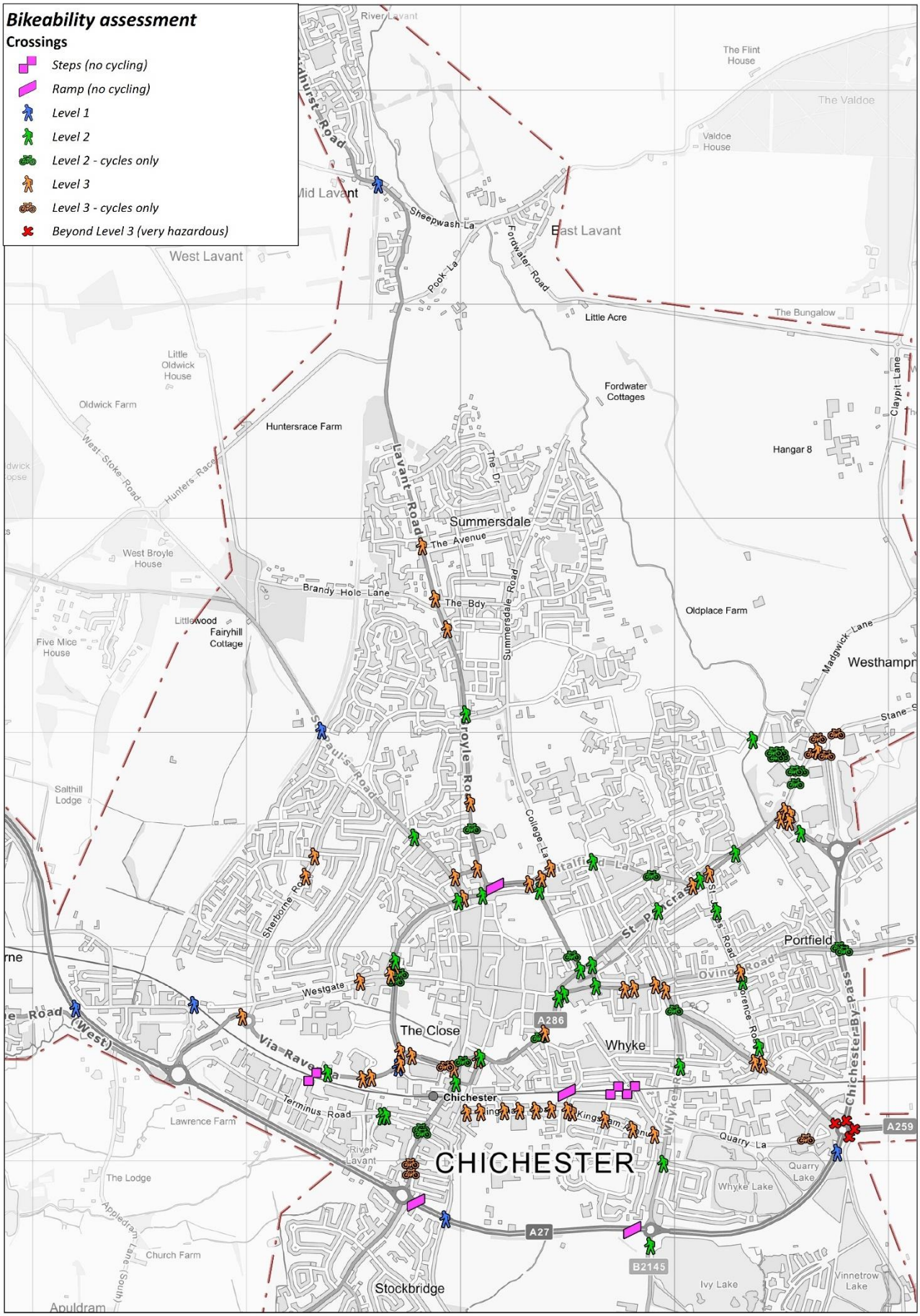
Plan 2: Bikeability assessment of roads and crossings in the Chichester city area



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

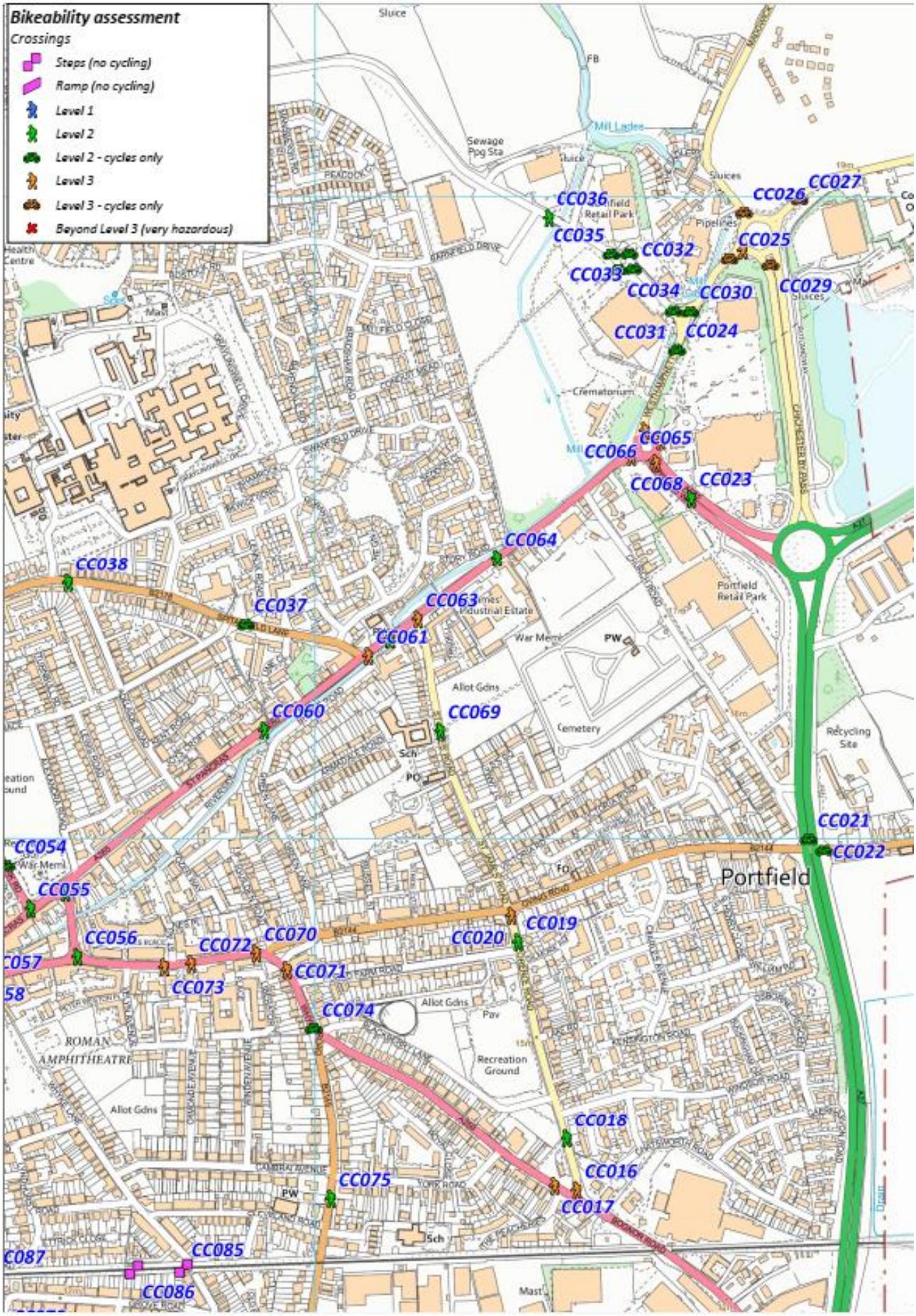


Plan 4. Crossings

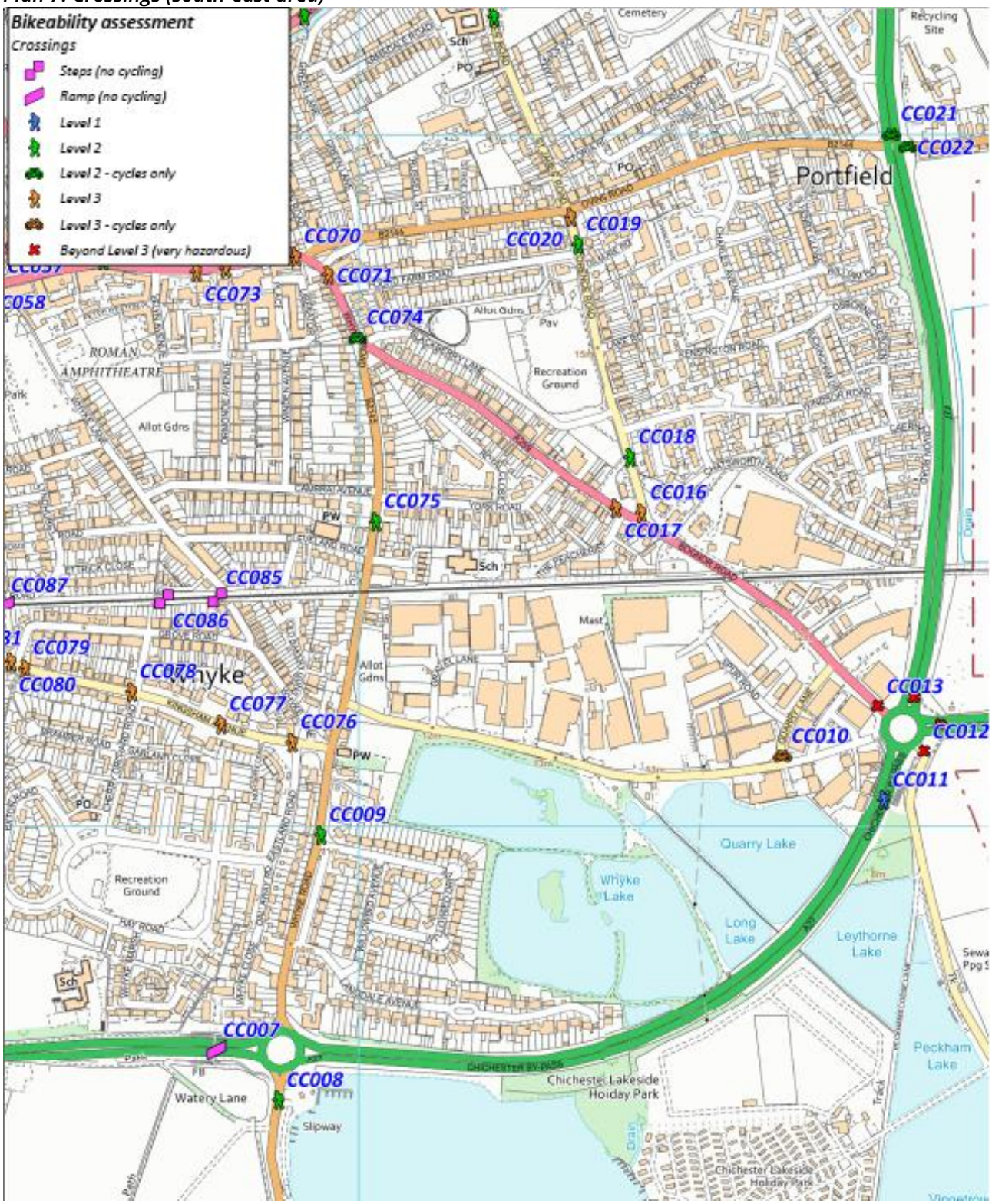


Plan 5. Crossings (north-west area)

Plan 6. Crossings (north-east area)



Plan 7. Crossings (south-east area)



Plan 8. Crossings (south-west area)

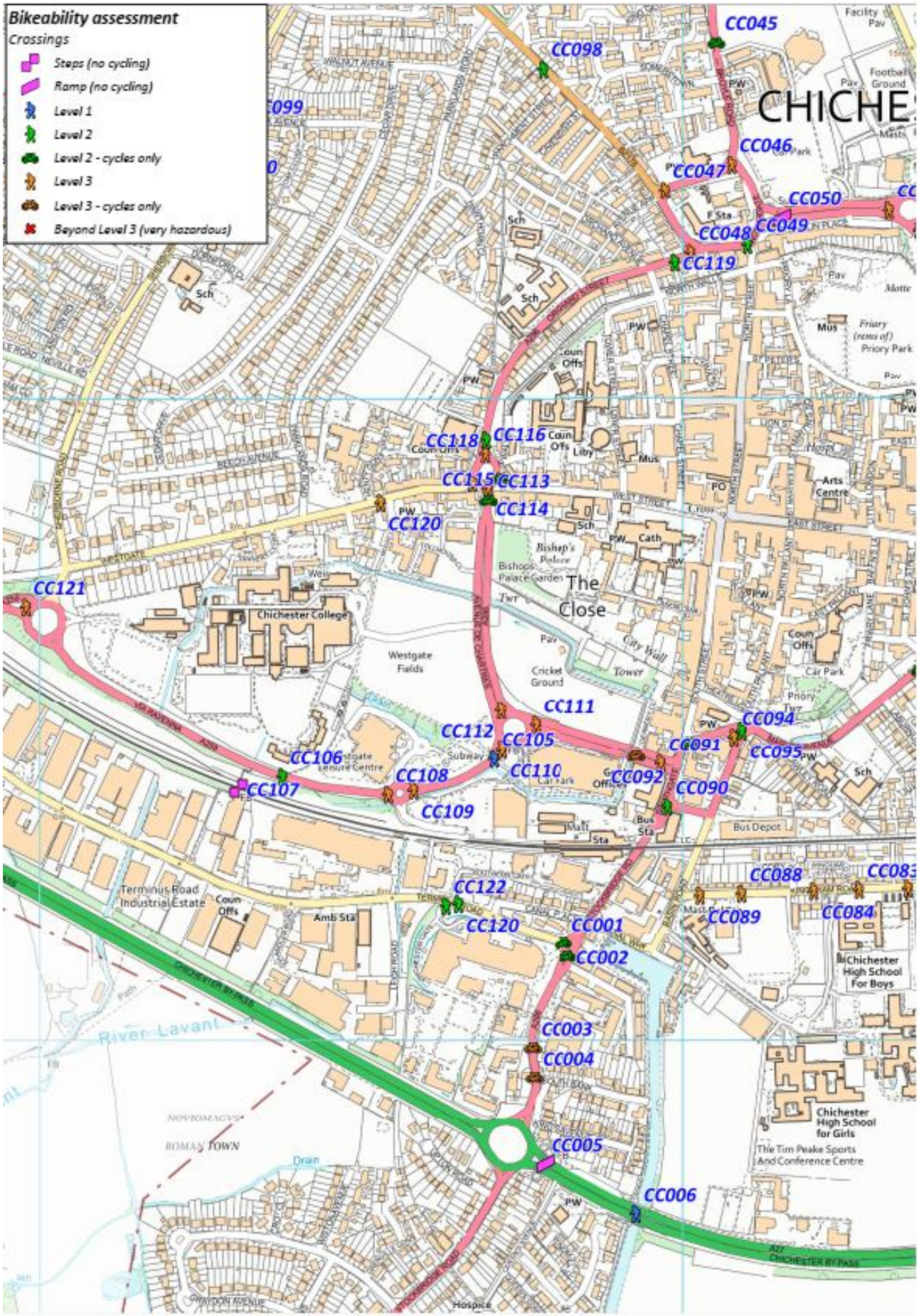


Table 2. Schedule of Crossings

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	

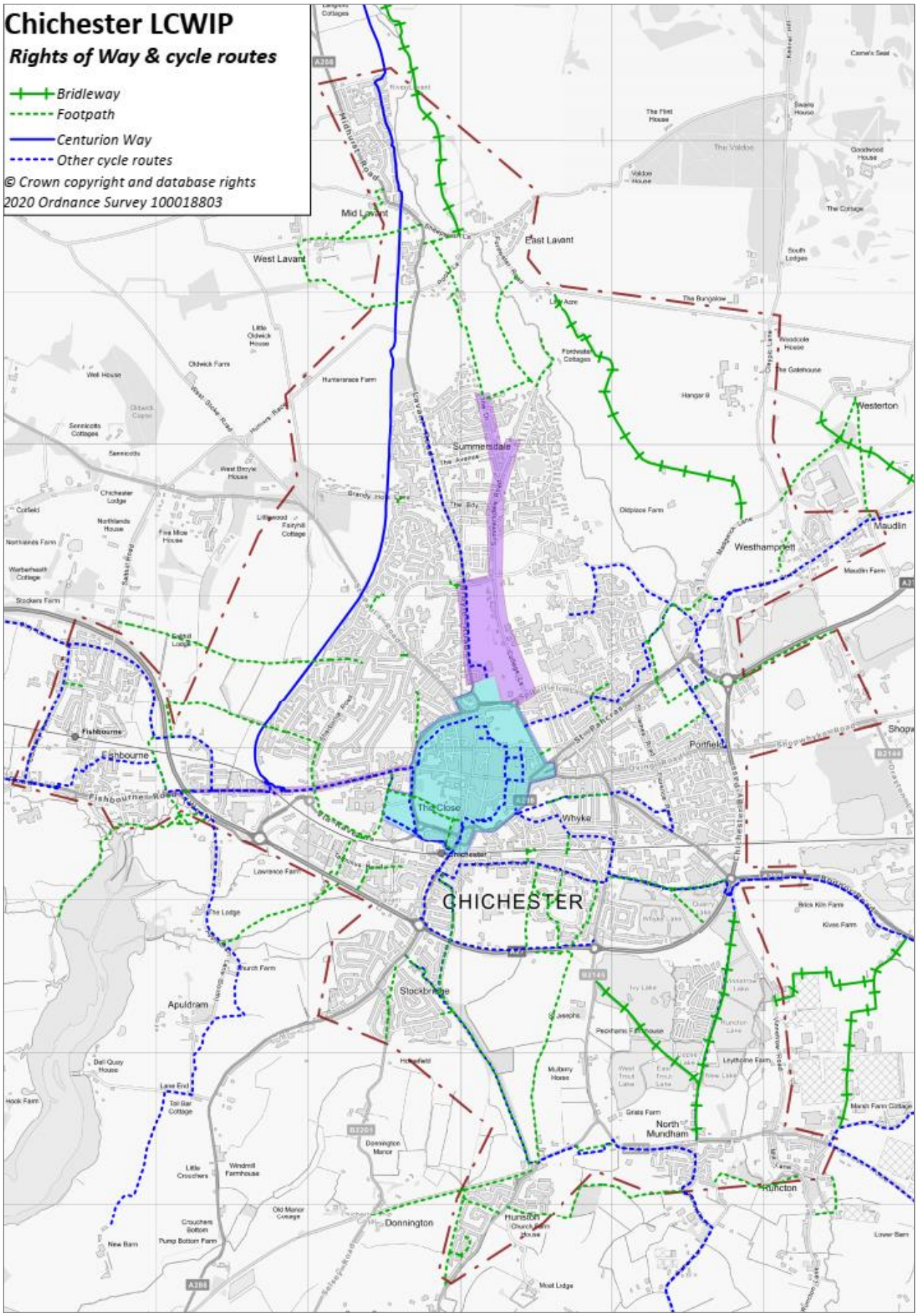
Ref	Crossing type	Level	Gateway	Comments
CC034	Island	2.1	Existing shared	
CC035	Island	2.1	Existing shared	
CC036	Puffin	2	Existing pedestrian	
CC037	Toucan	2.1	Existing shared	
CC038	Pelican	2	Existing pedestrian & potential shared	
CC039	Refuge	3		Narrow
CC040	Refuge	3	Potential shared	Narrow & no 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.

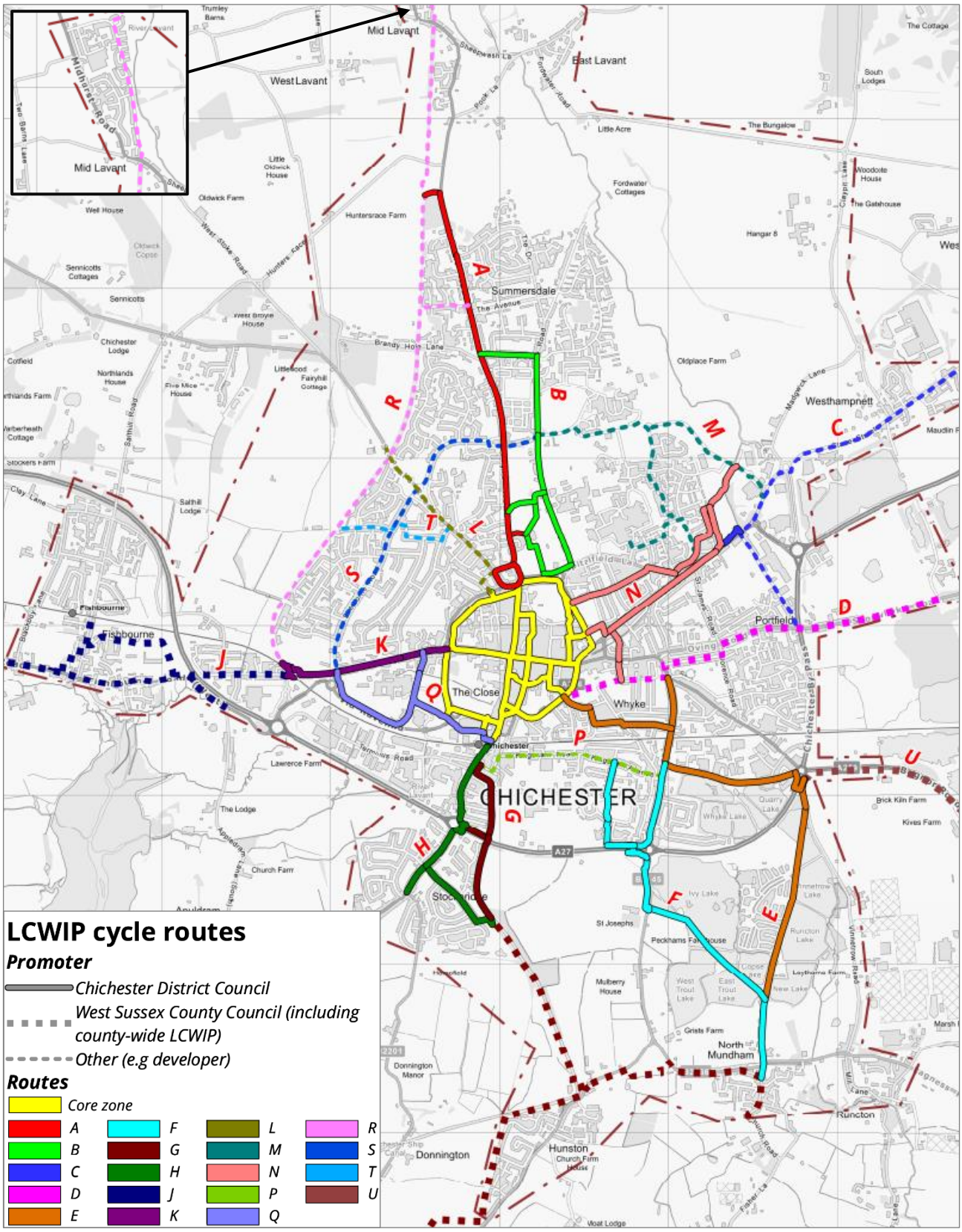
Plan 9. Cycle routes (blue) and Rights of Way (green)



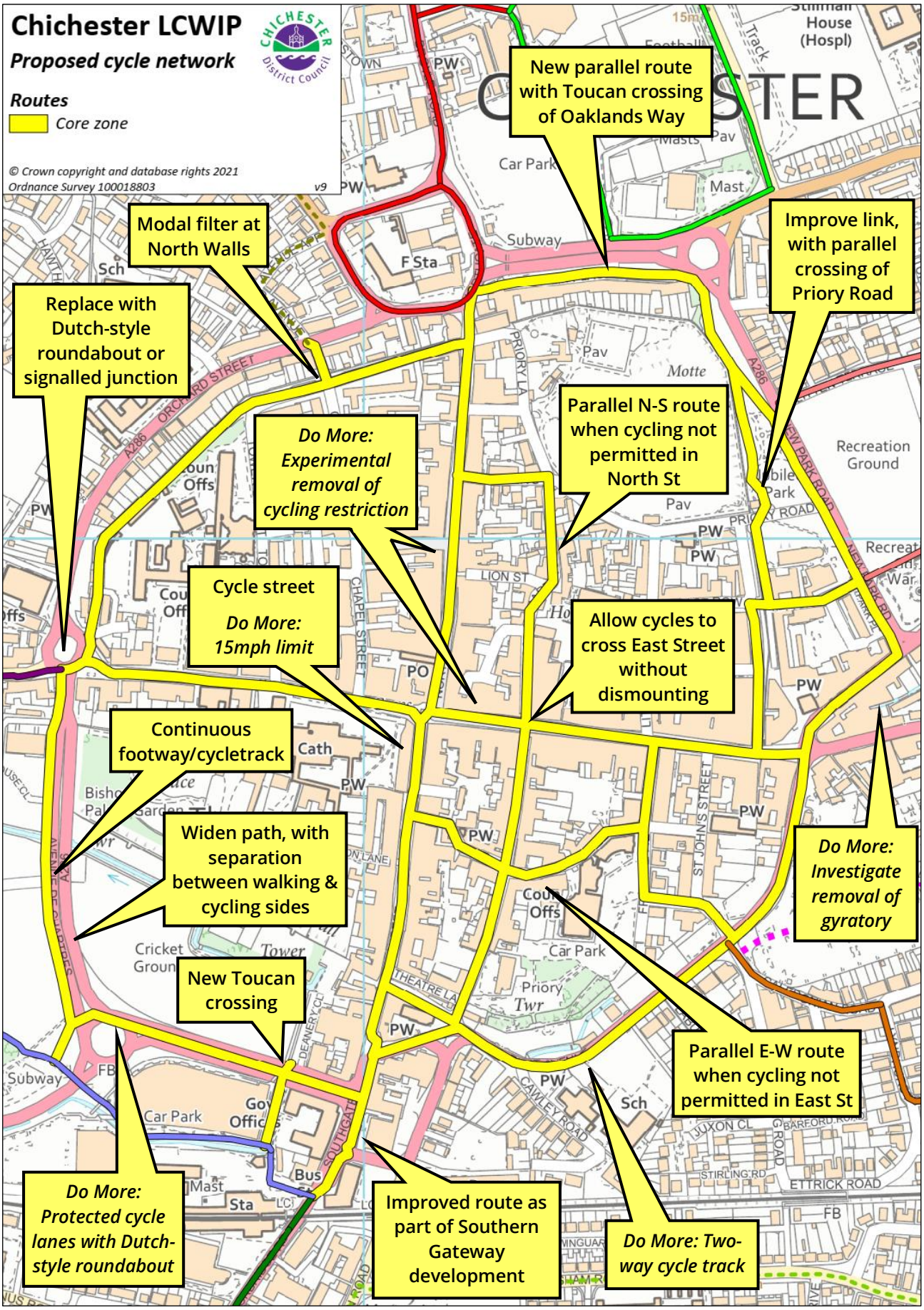
3. Route proposals & RST assessments

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)

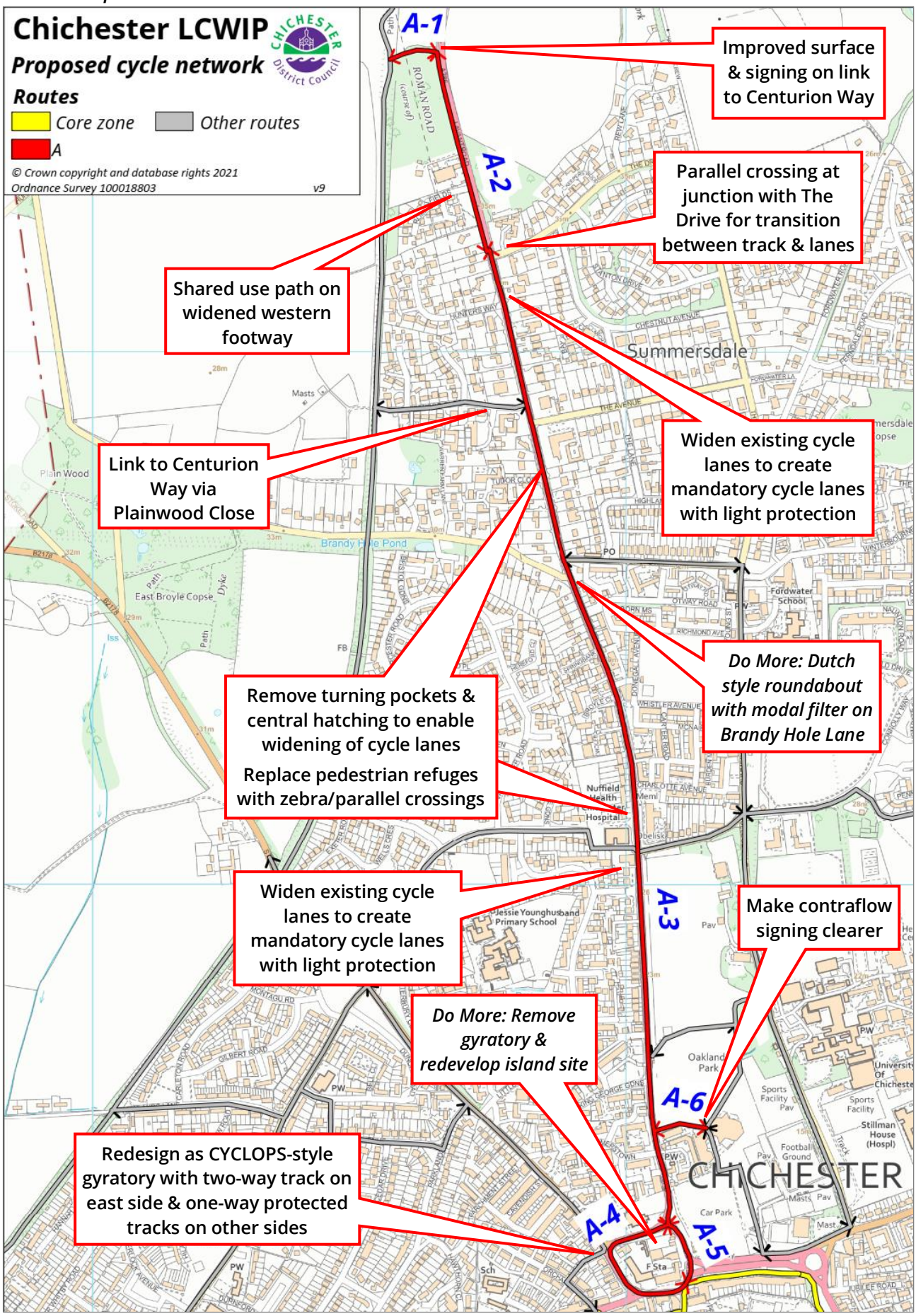


Plan 11. Proposed interventions in core zone



Route A – Lavant

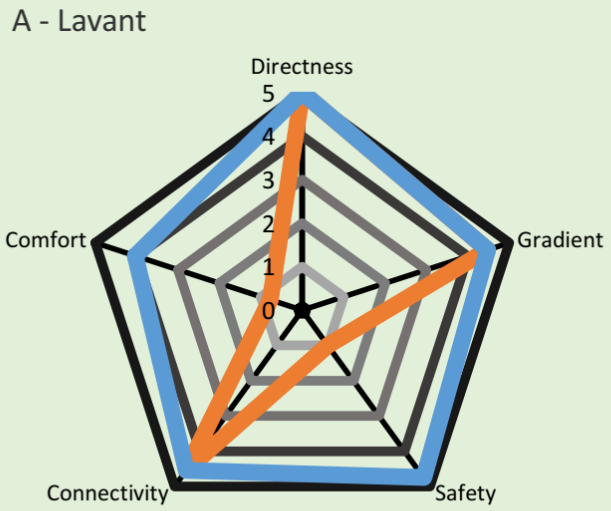
Plan 12. Proposed interventions – Route A



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

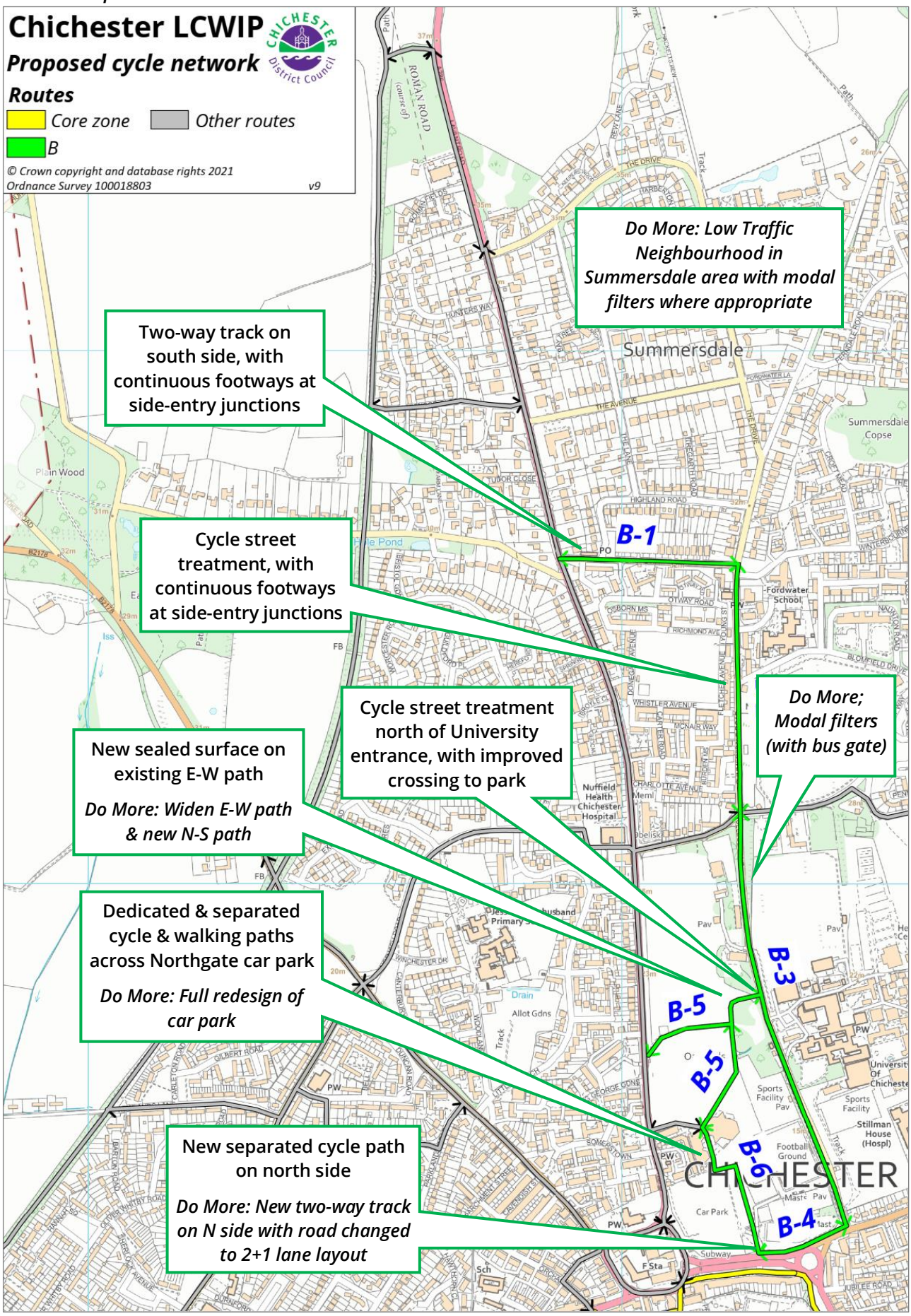
	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	4.48	4.48
Safety	0.99	4.74
Connectivity	4.54	4.54
Comfort	0.78	4.04



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

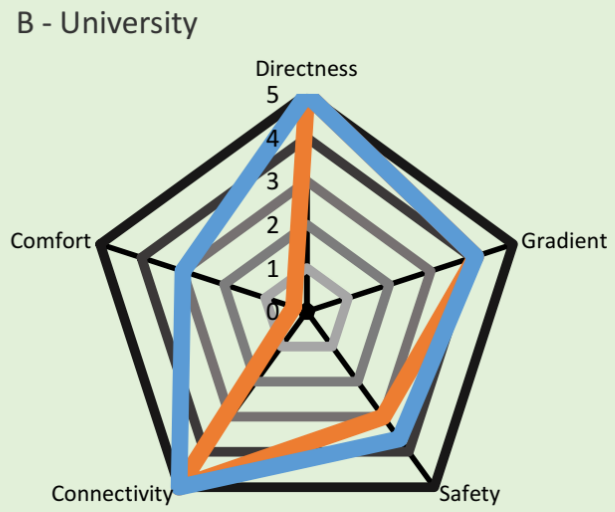
Plan 13. Proposed interventions – Route B



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

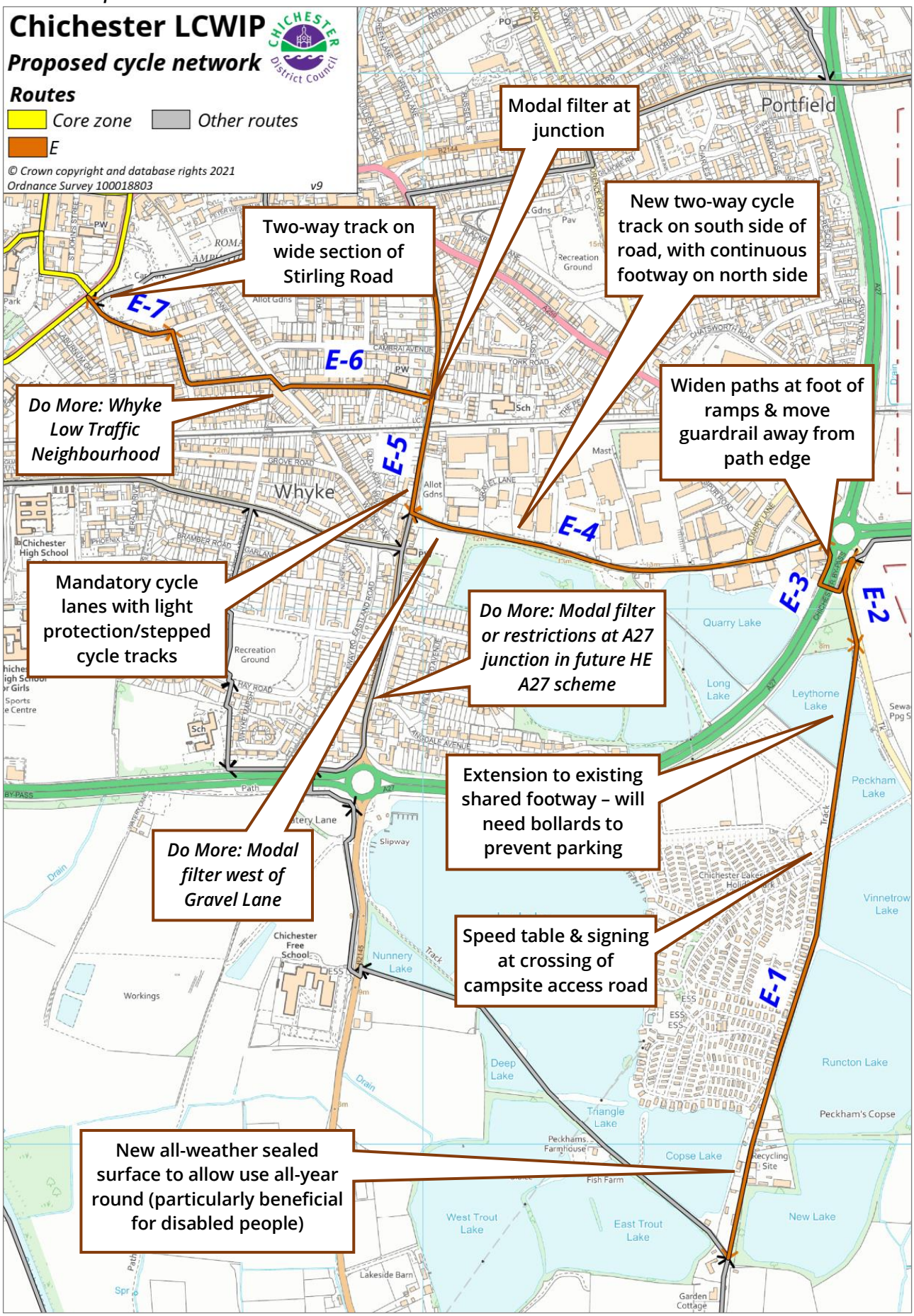
	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	4.09	4.09
Safety	3.00	3.63
Connectivity	5.00	5.00
Comfort	0.32	3.00



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

Route E – Vinnetrow

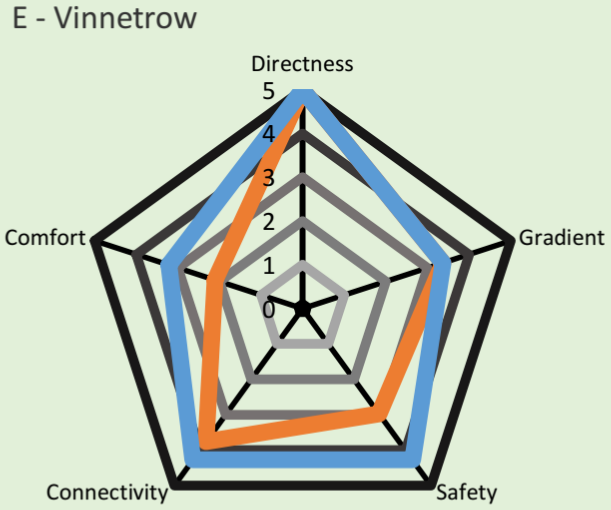
Plan 14. Proposed interventions – Route E



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

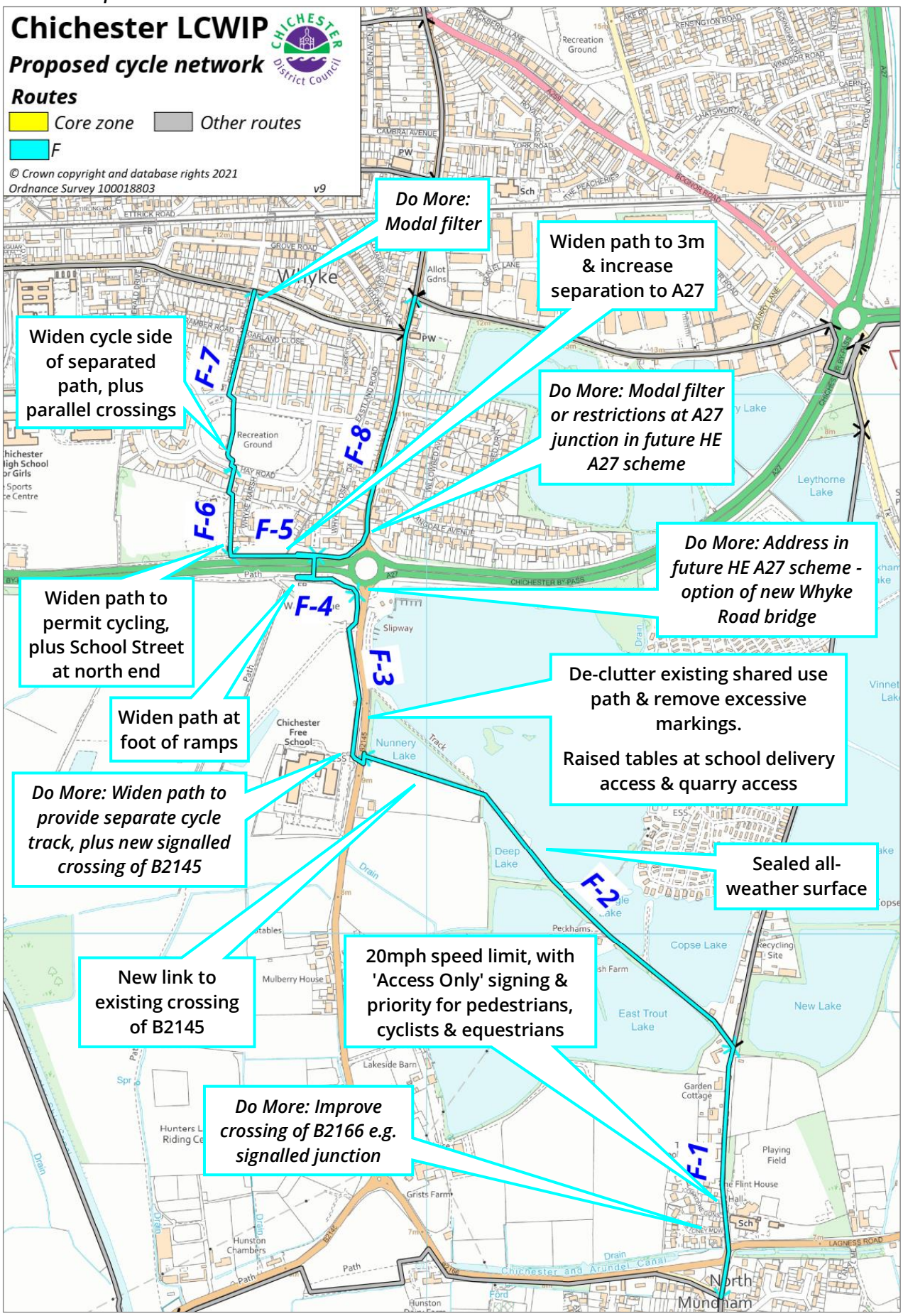
	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	3.37	3.37
Safety	2.97	4.27
Connectivity	3.76	4.27
Comfort	2.11	3.21



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

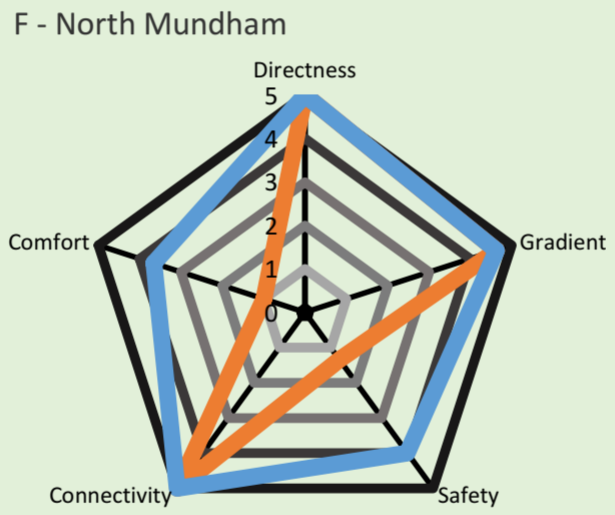
Plan 15. Proposed interventions – Route F



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

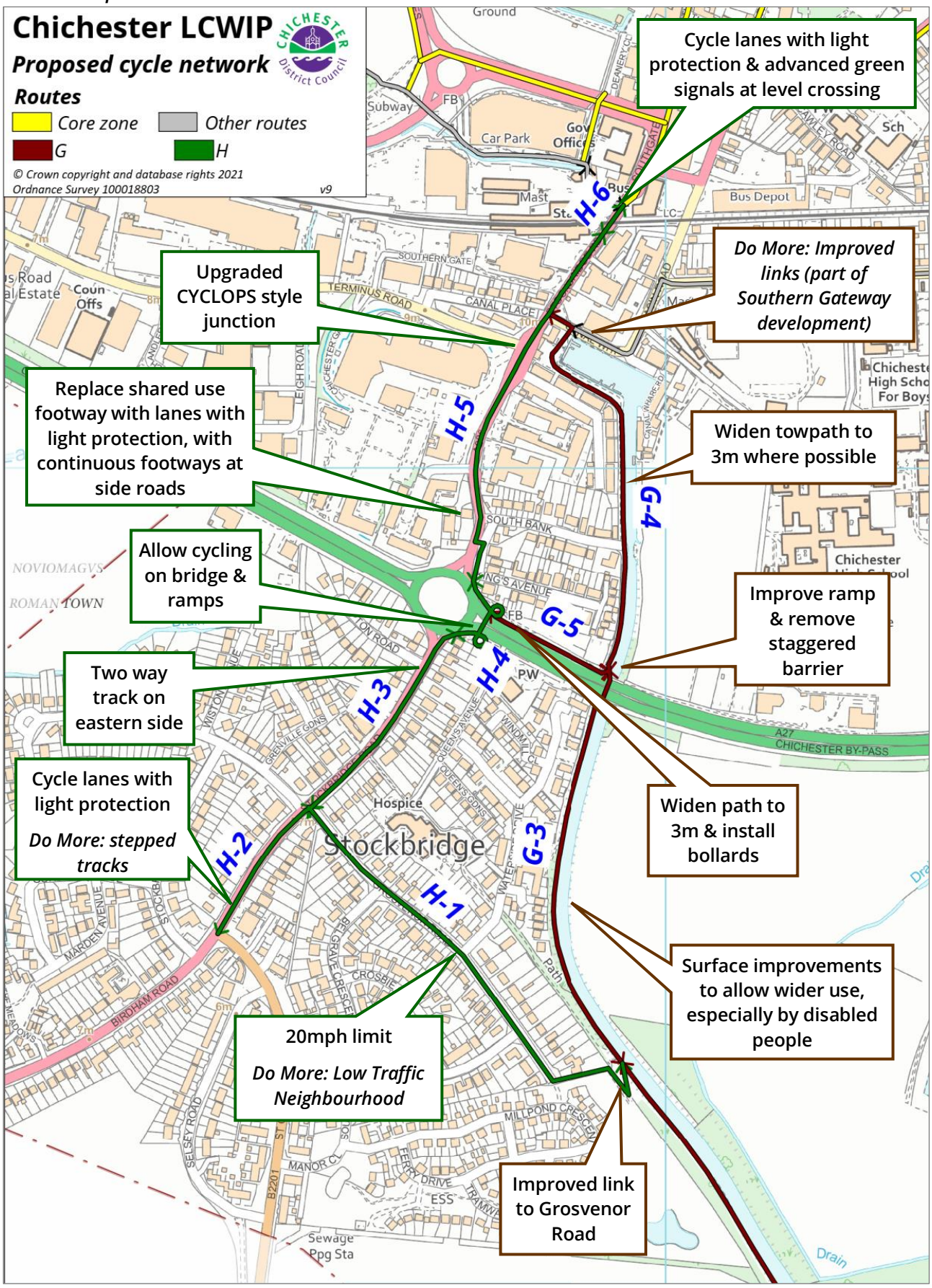
	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	4.63	4.63
Safety	1.34	4.00
Connectivity	5.00	5.00
Comfort	1.00	3.66



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

Routes G – Chichester Canal & H – Stockbridge

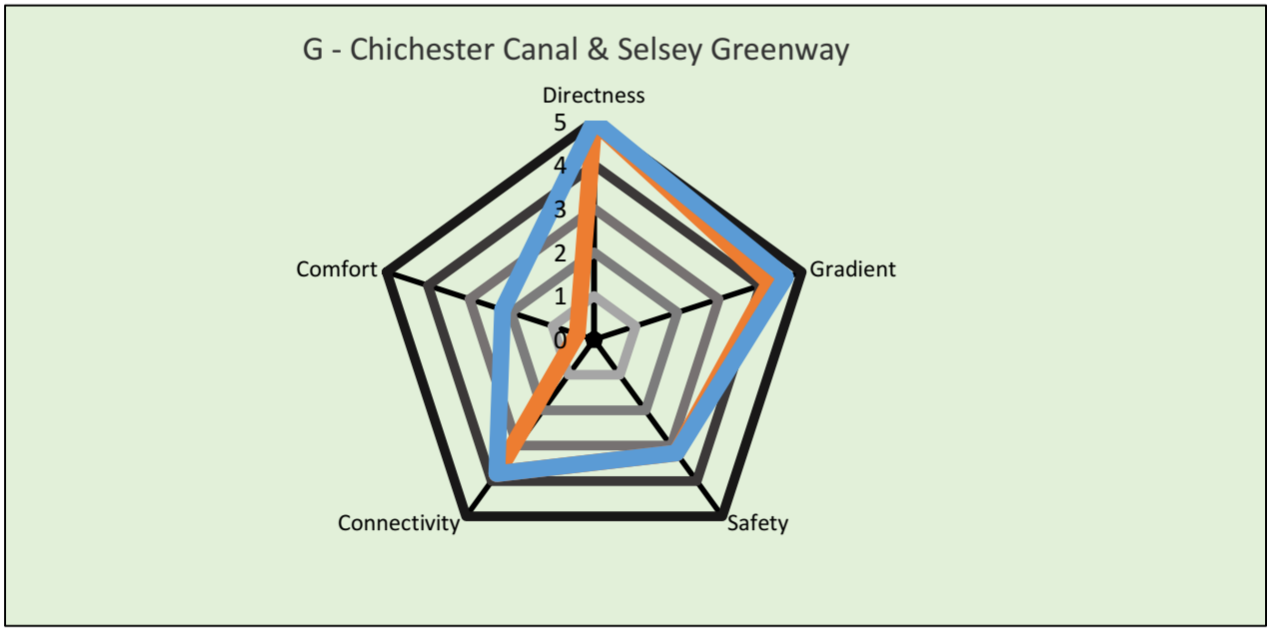
Plan 16. Proposed interventions – Routes G & H



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

	Performance Scores	
Criterion	**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



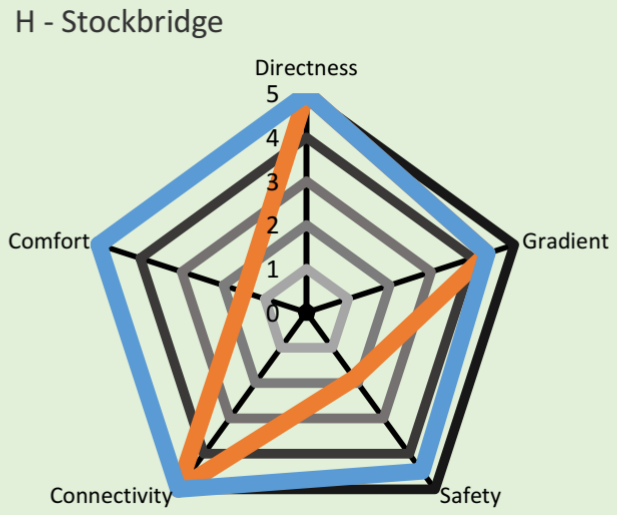
Number of Existing Critical Junctions/Crossings	0
Number of Potential Critical Junctions/Crossings	0
Description of Improvements	Improved surfacing and access between canal towpath and A27 Better links at Basin Road
Indicative Cost	£141,000 - £241,000 (northern section only)

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

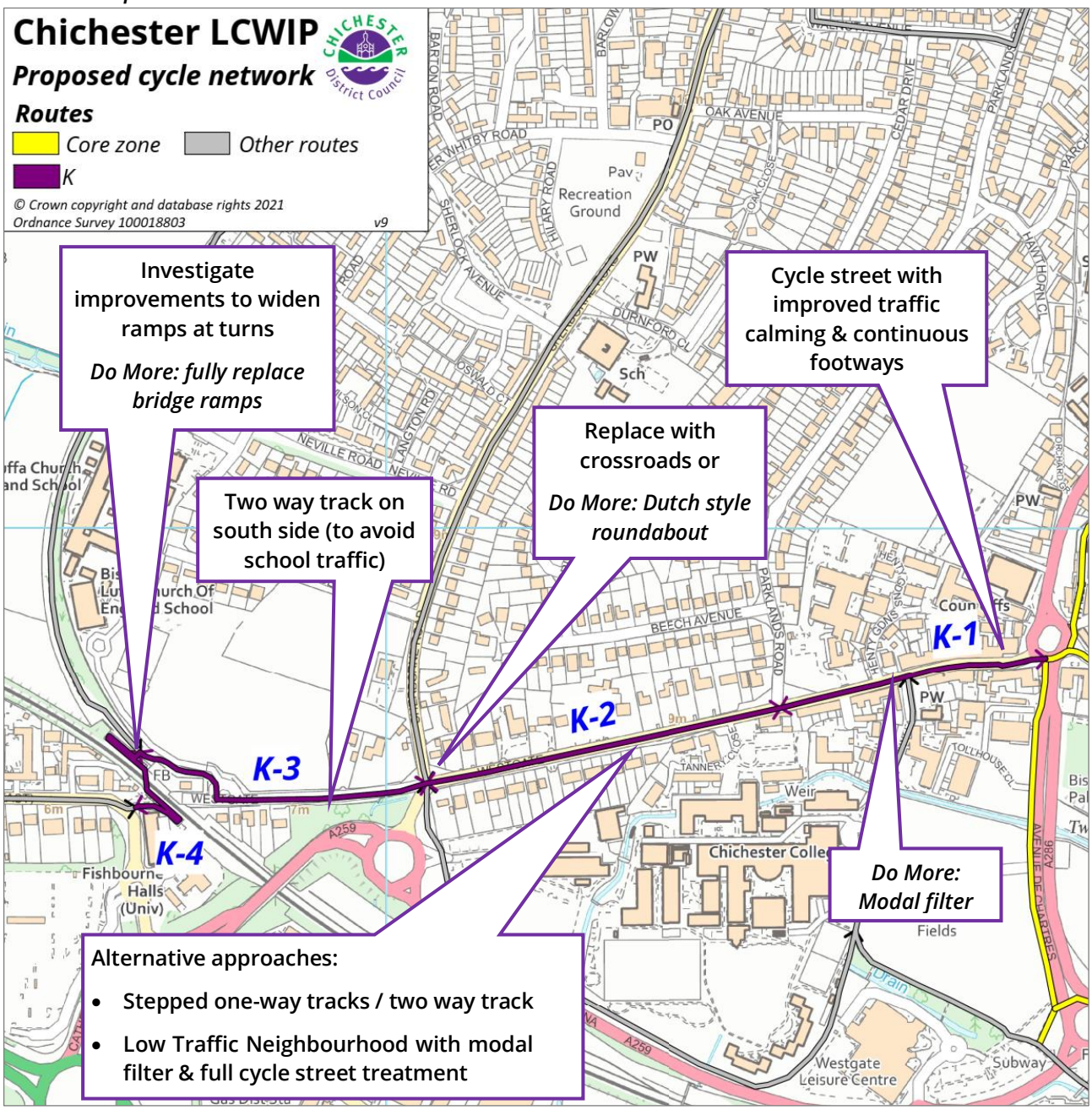
	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	4.34	4.34
Safety	1.86	4.49
Connectivity	5.00	5.00
Comfort	1.51	5.00



Number of Existing Critical Junctions/Crossings	12
Number of Potential Critical Junctions/Crossings	1
Description of Improvements	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. 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.
Indicative Cost	£818,000 - £1,888,000

Route K – Westgate

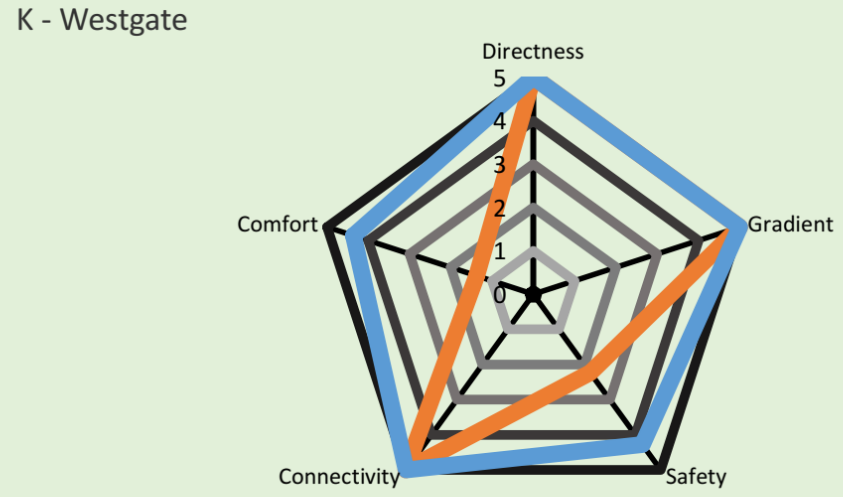
Plan 17. Proposed interventions – Route K



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

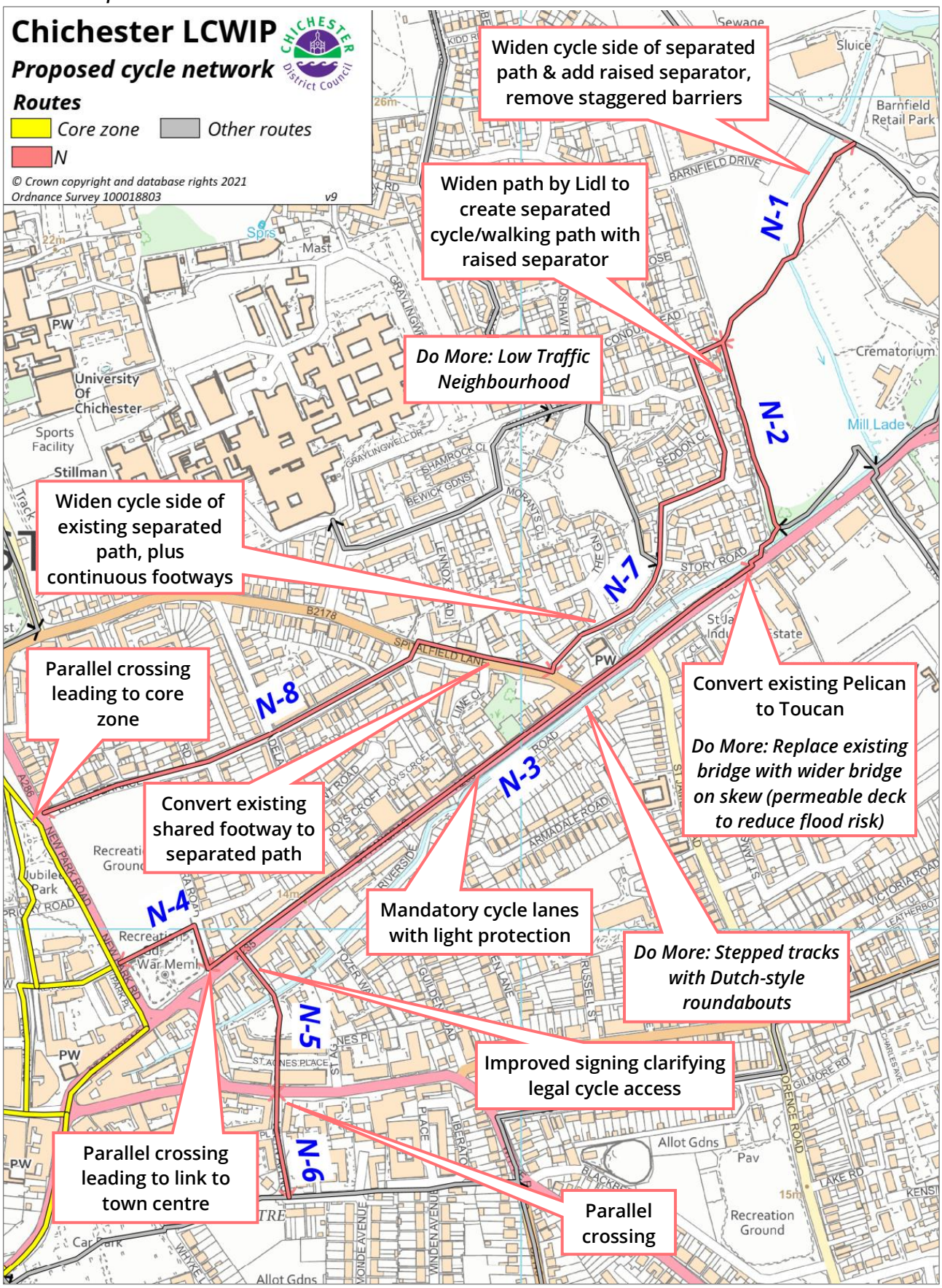
	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	5.00	5.00
Safety	2.23	4.27
Connectivity	5.00	5.00
Comfort	1.37	4.36



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

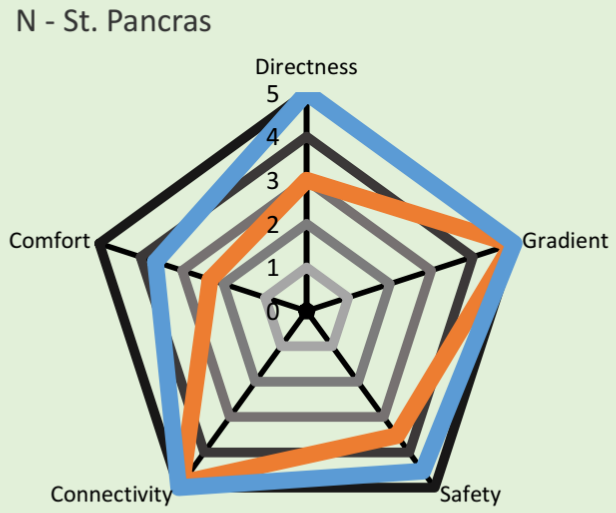
Plan 18. Proposed interventions – Route N



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

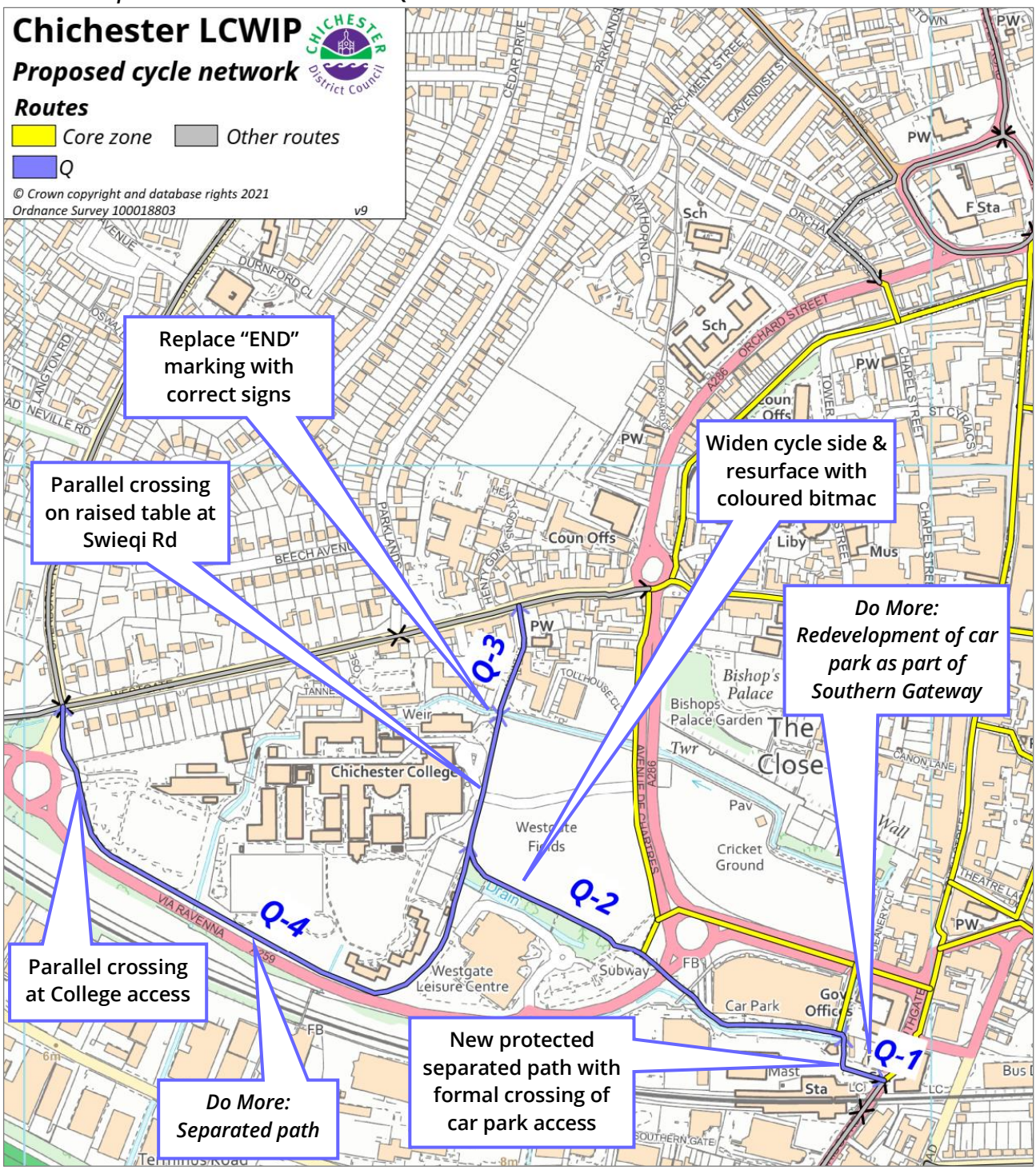
	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	3.00	5.00
Gradient	4.95	5.00
Safety	3.53	4.54
Connectivity	4.86	5.00
Comfort	2.33	3.64



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

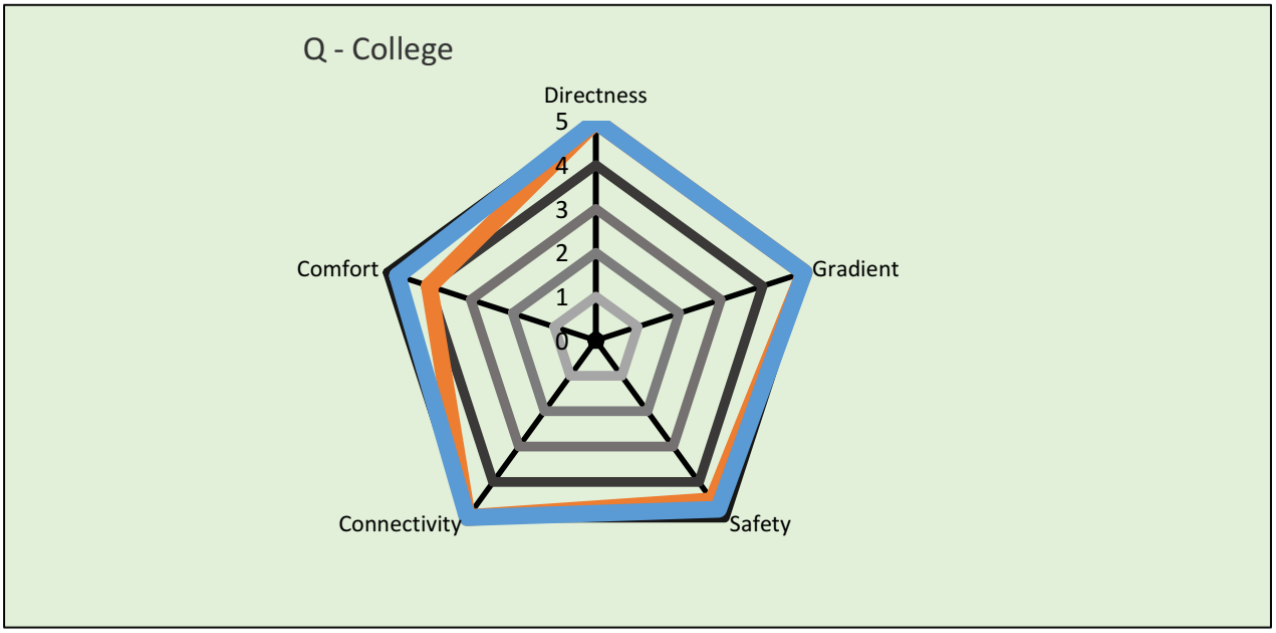
Plan 19. Proposed interventions – Route Q



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

	Performance Scores	
Criterion	**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

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APPENDIX 2

Chichester City LCWIP

Appendix C

Walking audit – Core Walking Zone & key routes

January 2021

1. Introduction

Technical guidance[1] 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%).

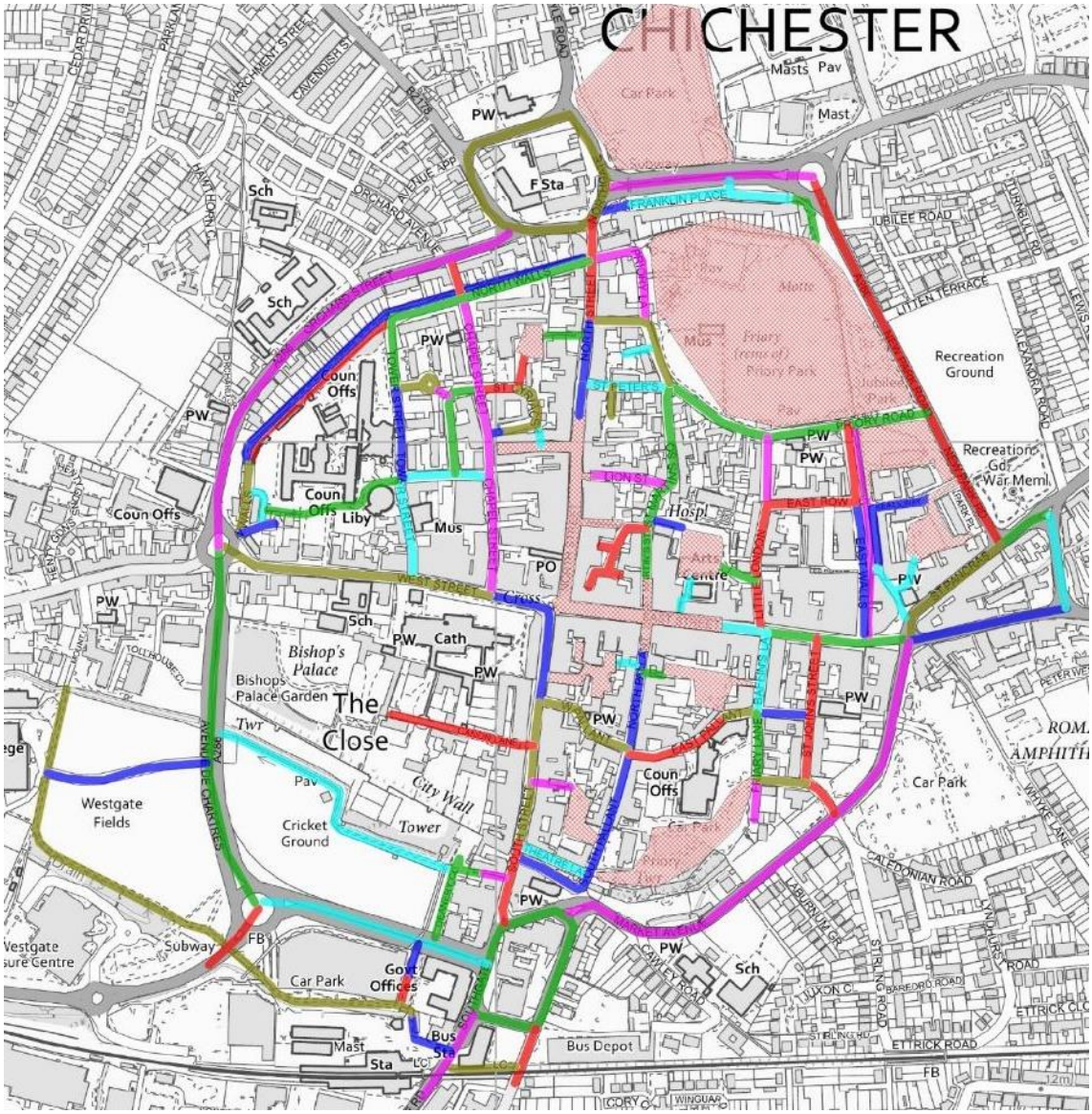
Example of Poor crossing provision (subcategory 12), South Street

3. Core Walking Zone – detailed audit

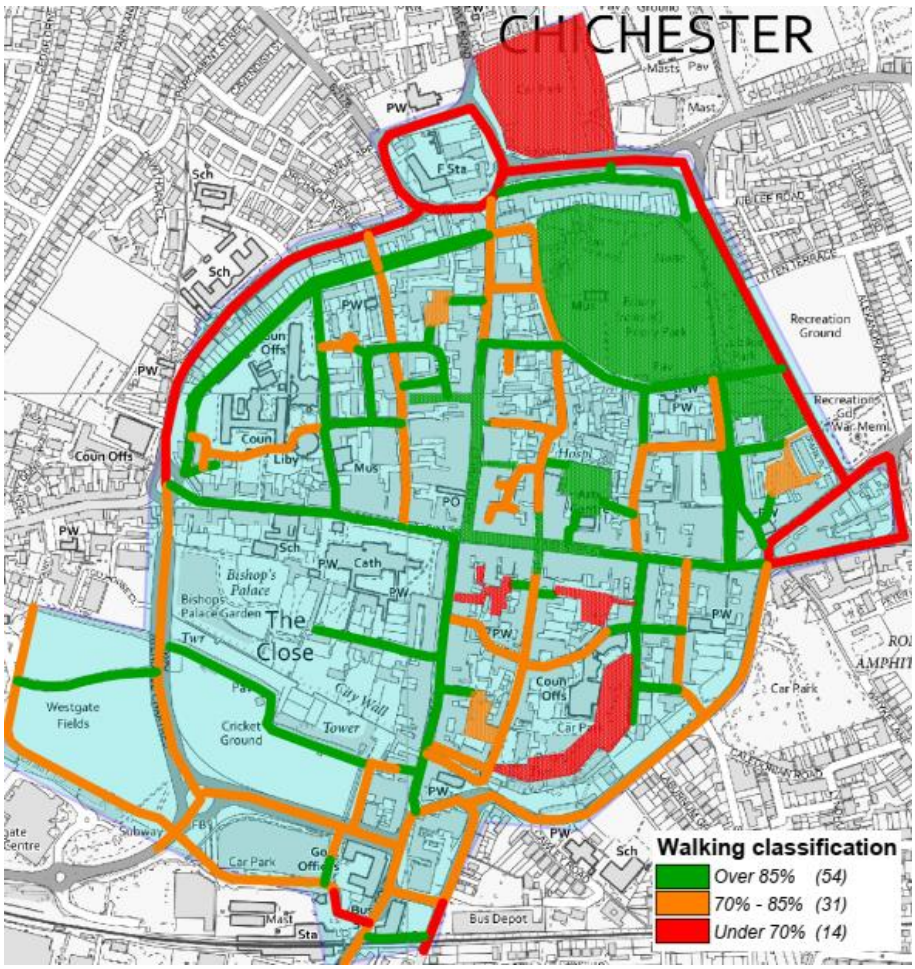
The initial survey divided the audit area into 99 distinct items comprising 88 links and 11 areas (mostly car parks). These are shown in Plan 2 below (note different colours used only to indicate separate sections).

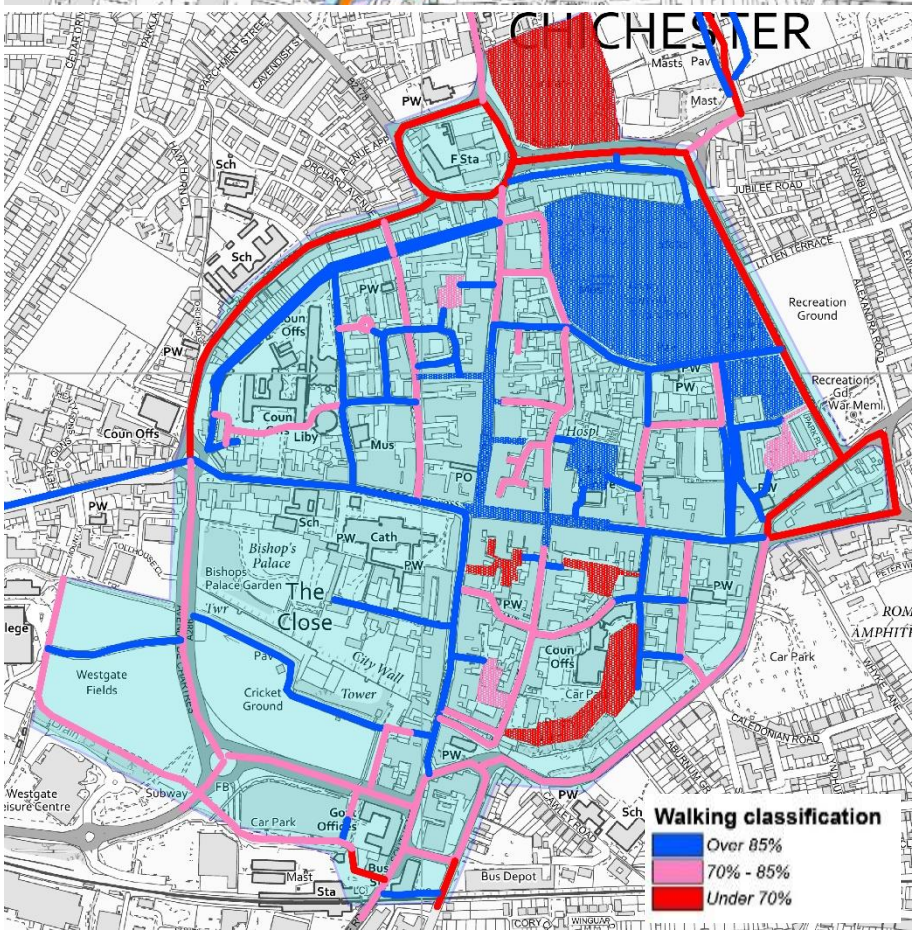
Plan 3 shows links and areas classified as Good (green), Adequate (amber) or Poor (Red) according to the percentage score. The smaller plan uses a reverse heat map version to allow for colour blindness.

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 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.

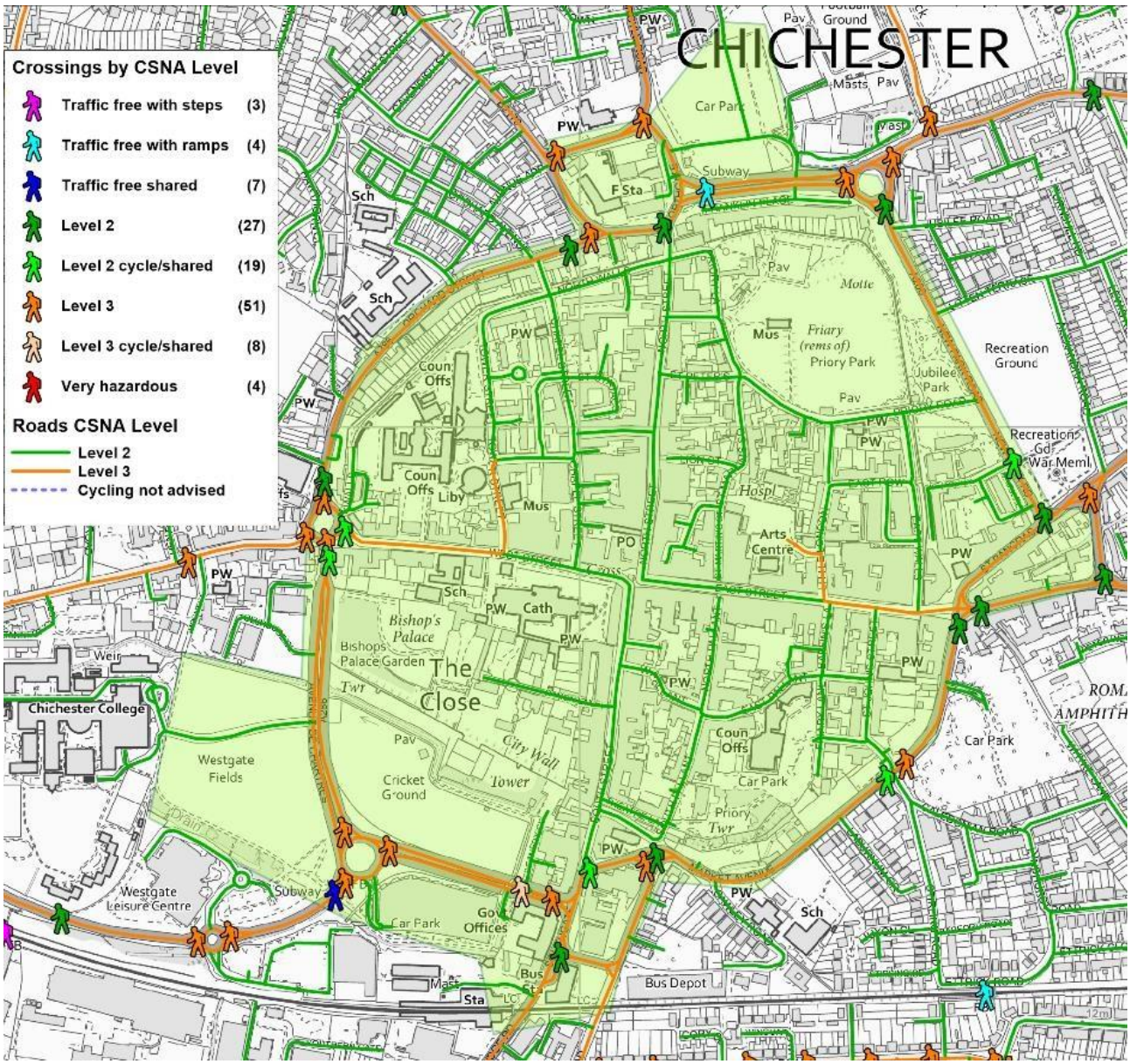
The CSNA shows that virtually all the roads in the city centre inside the inner ring road are were classified Level 2. The overall traffic safety issues in the city centre are satisfactory within the actual streets. However, the CSNA did not audit the car parks, just their access roads, so the lack of 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

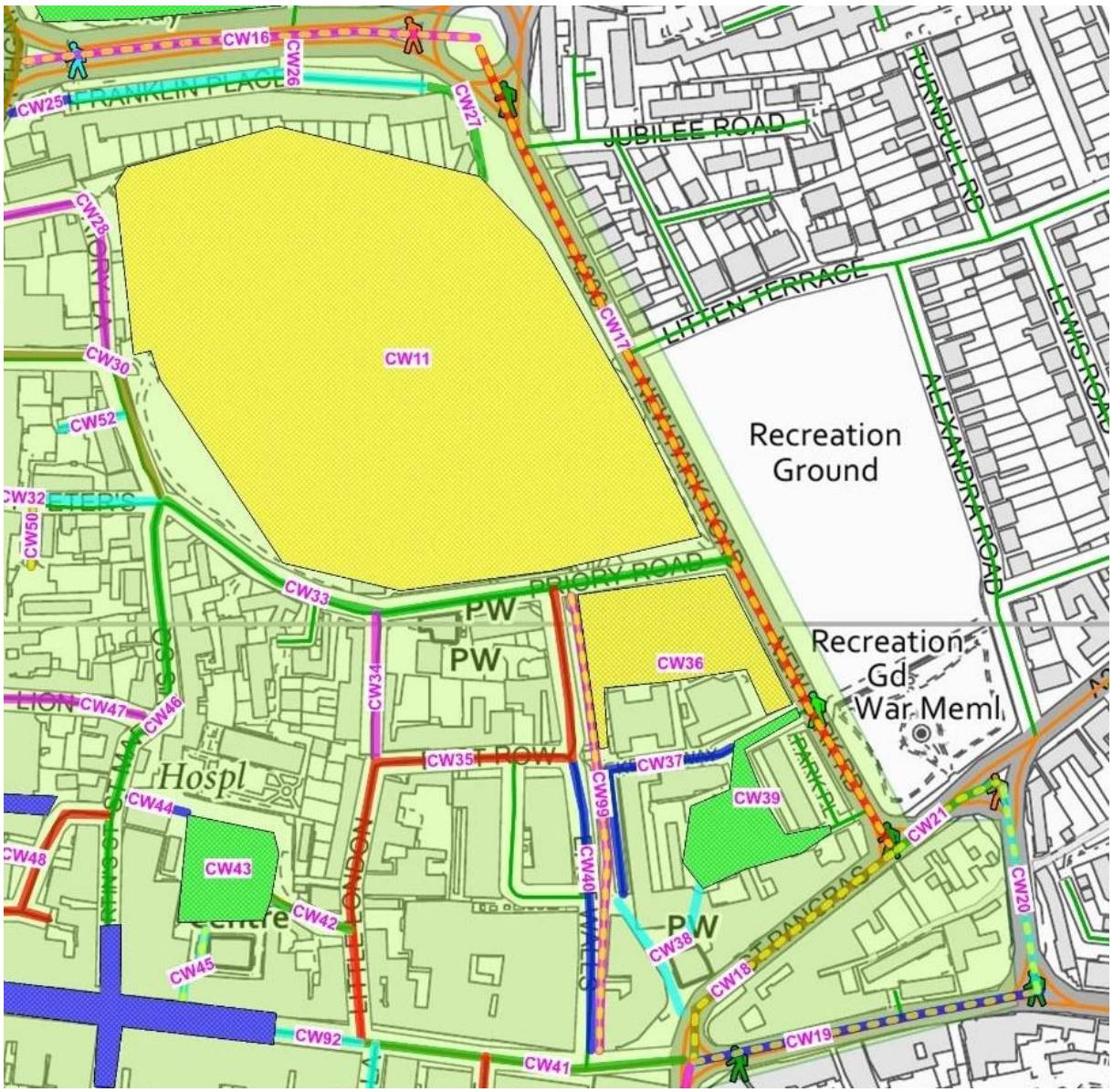
Plans 5, 6 and 7 below show the links (highlighted dotted yellow) and areas (yellow fill) that failed on one or more of the attractiveness categories.

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.

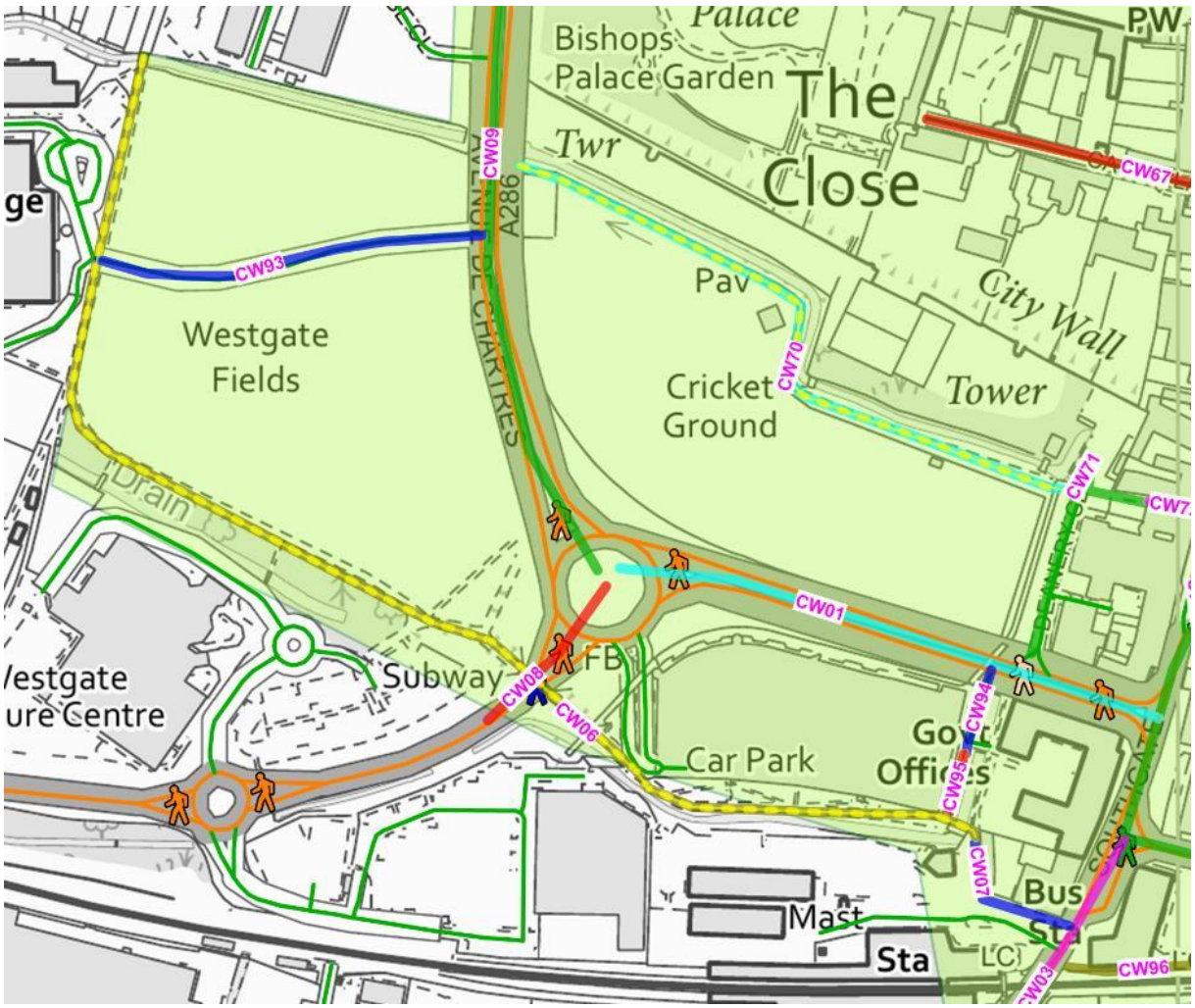
Plan 6. North East area



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



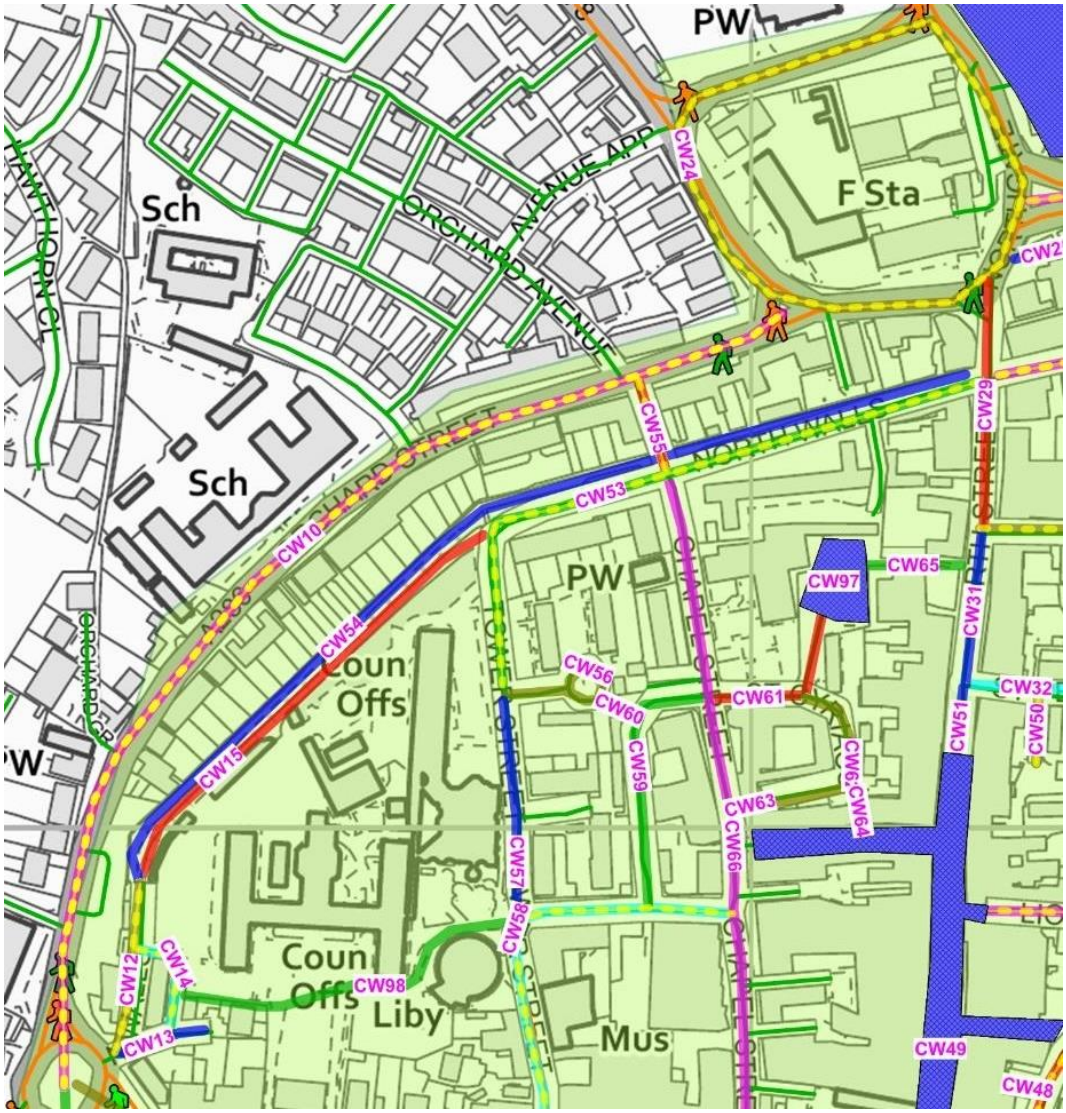
The links that failed on the attractiveness category were:

- **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.

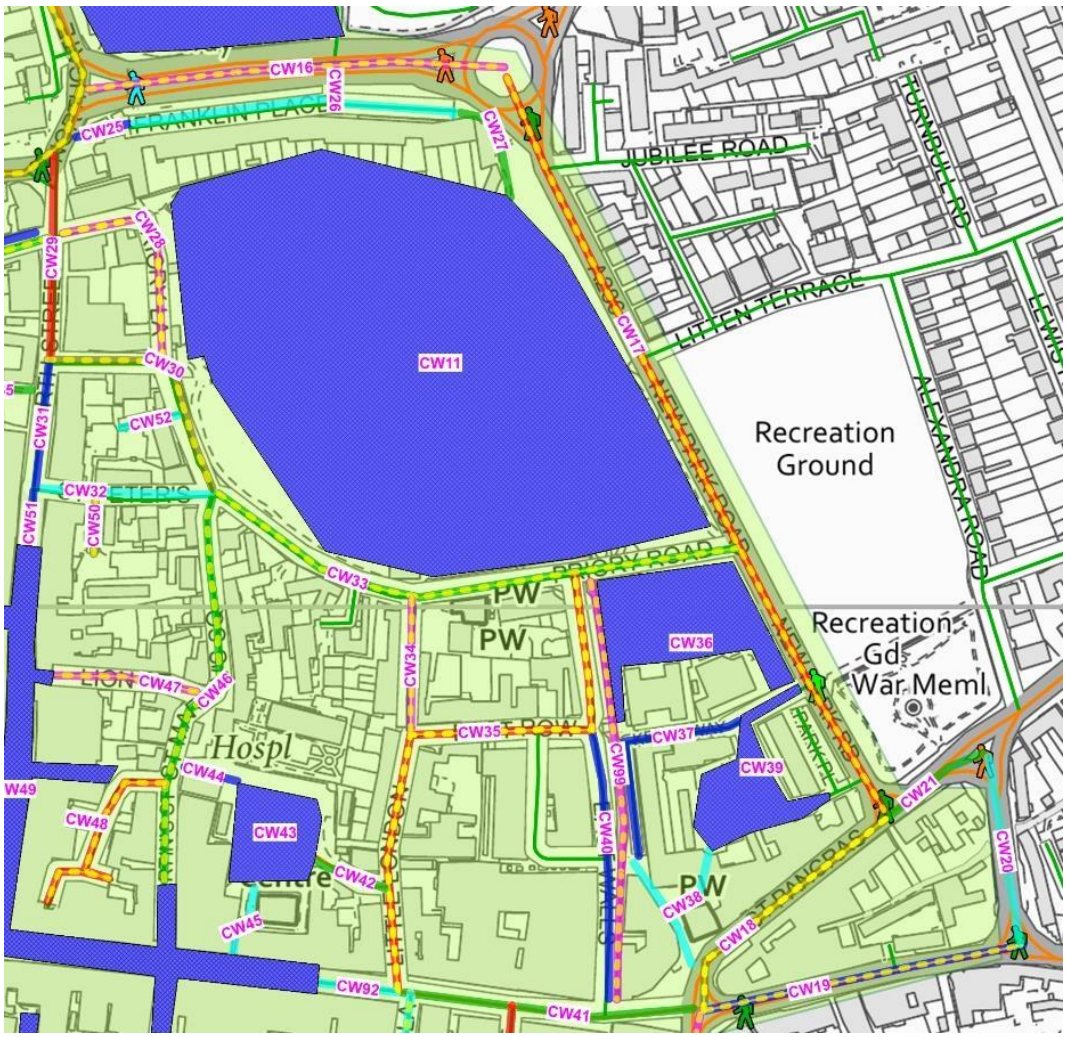
Plan 8. *North west area*



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*

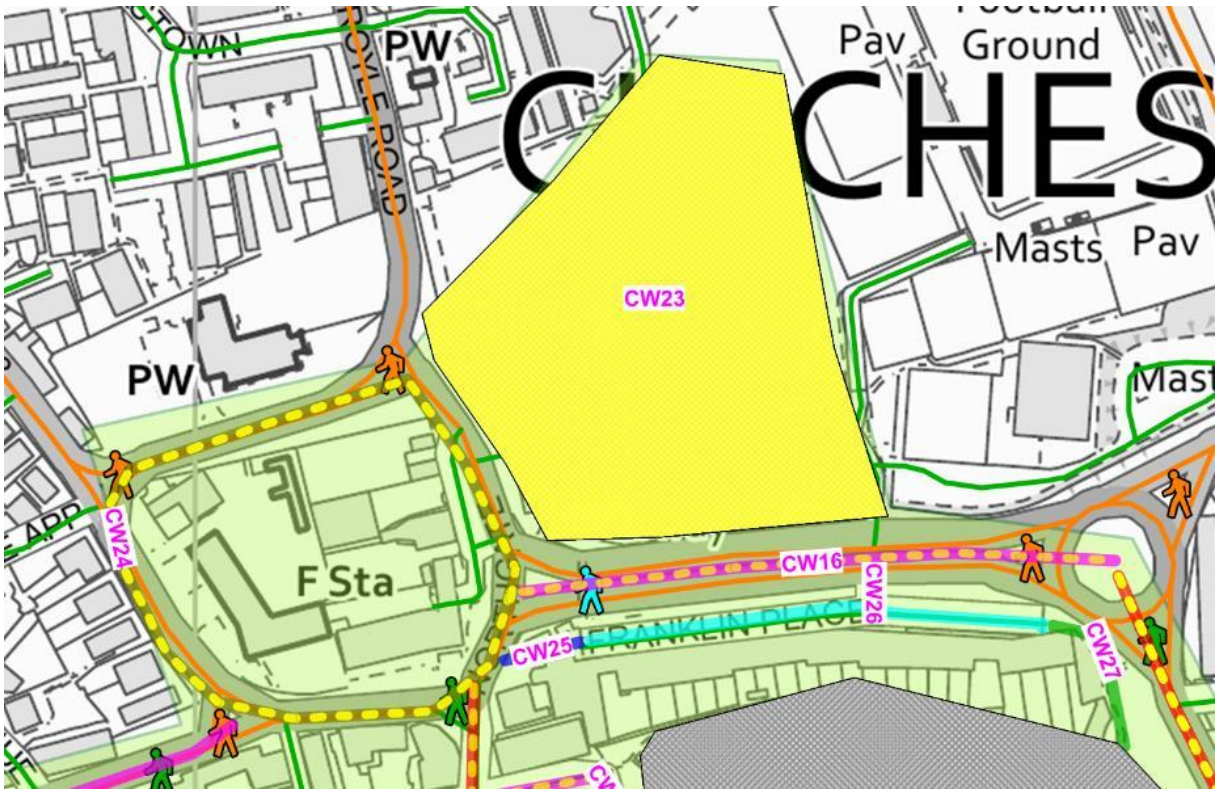
The links that failed on the comfort category were:

- **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.

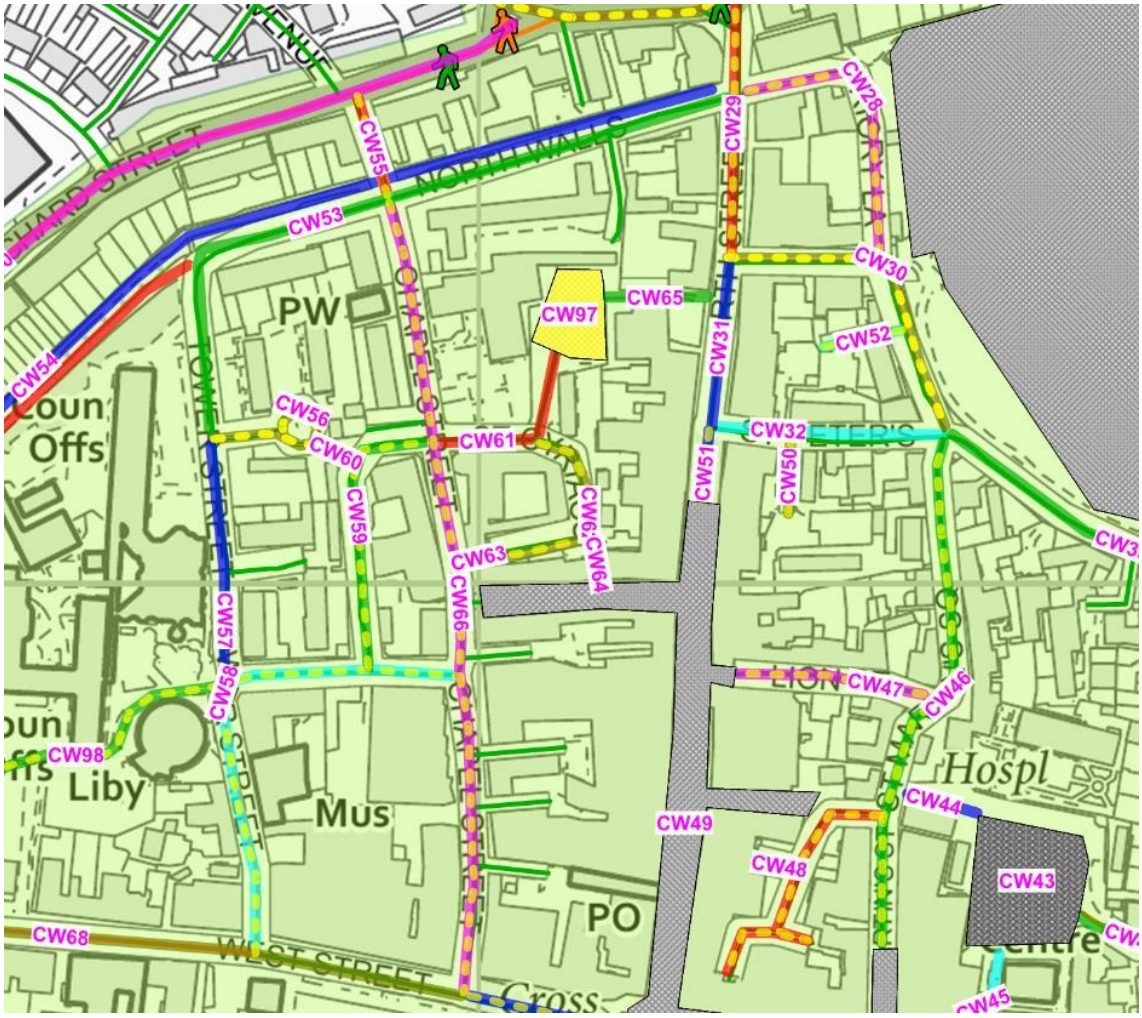
Plan 11. North area



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 whatsover. 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.

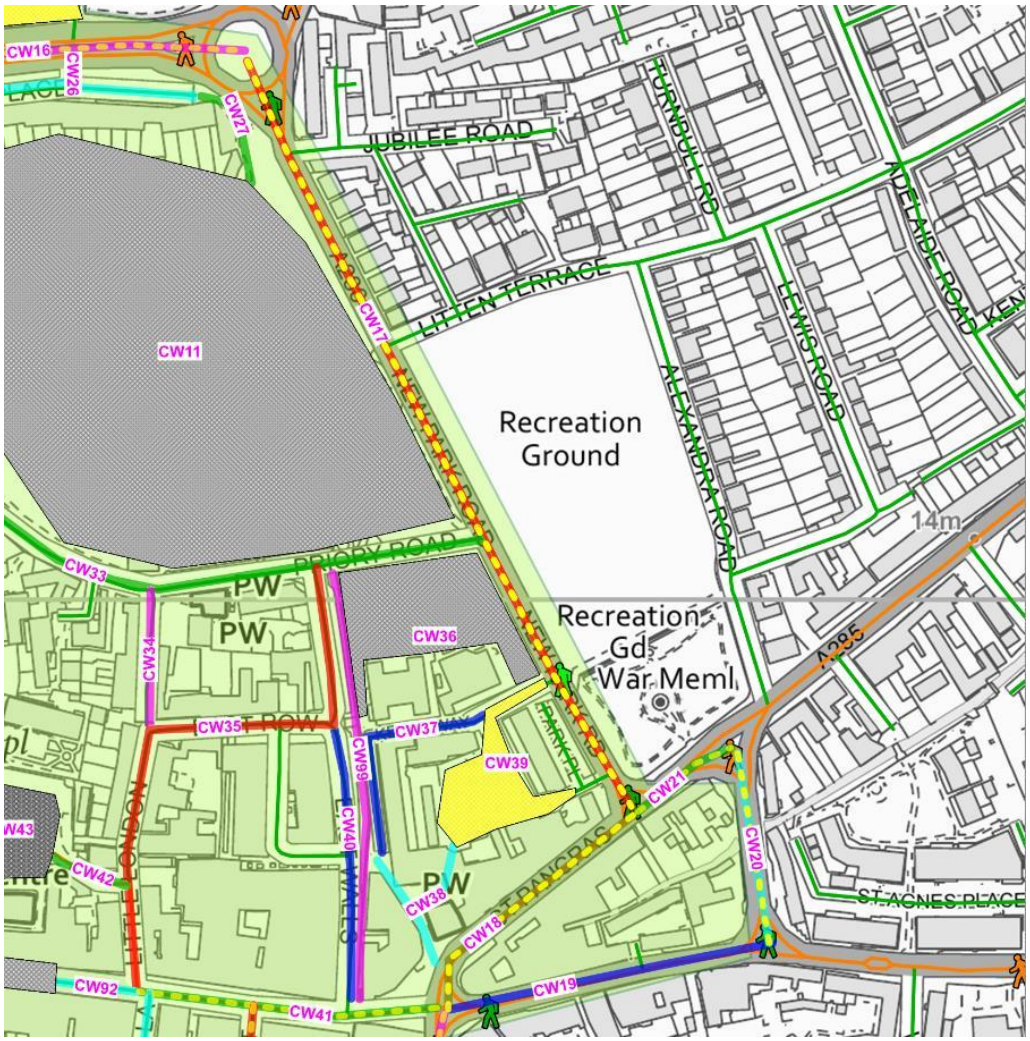
Plan 12. *North west area*



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:

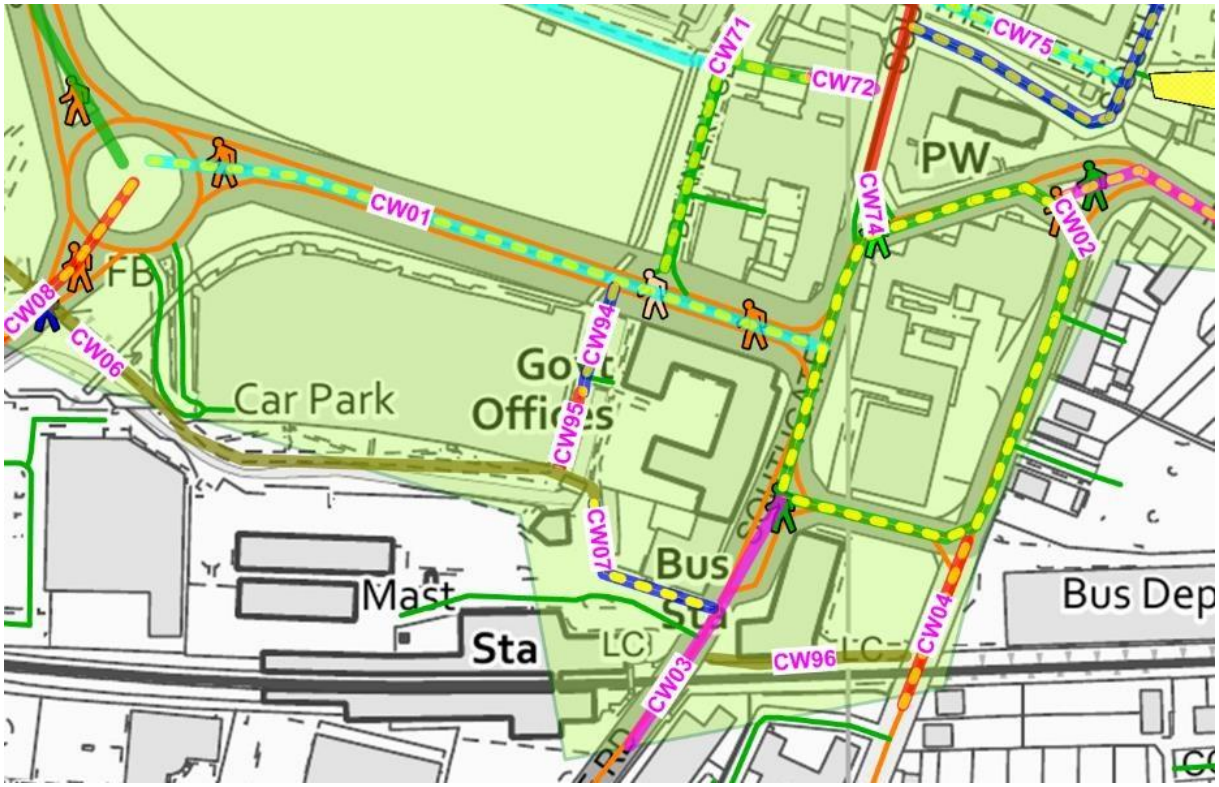
- **CW17** New Park Road which suffers from lack of continuous pavement provision, crossings on desire lines, gaps in traffic in peak periods and staggered nature of existing crossing points.
- **CW18** St Pancras is also missing crossings on key desire lines and with staggered delay of exiting crossing 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*



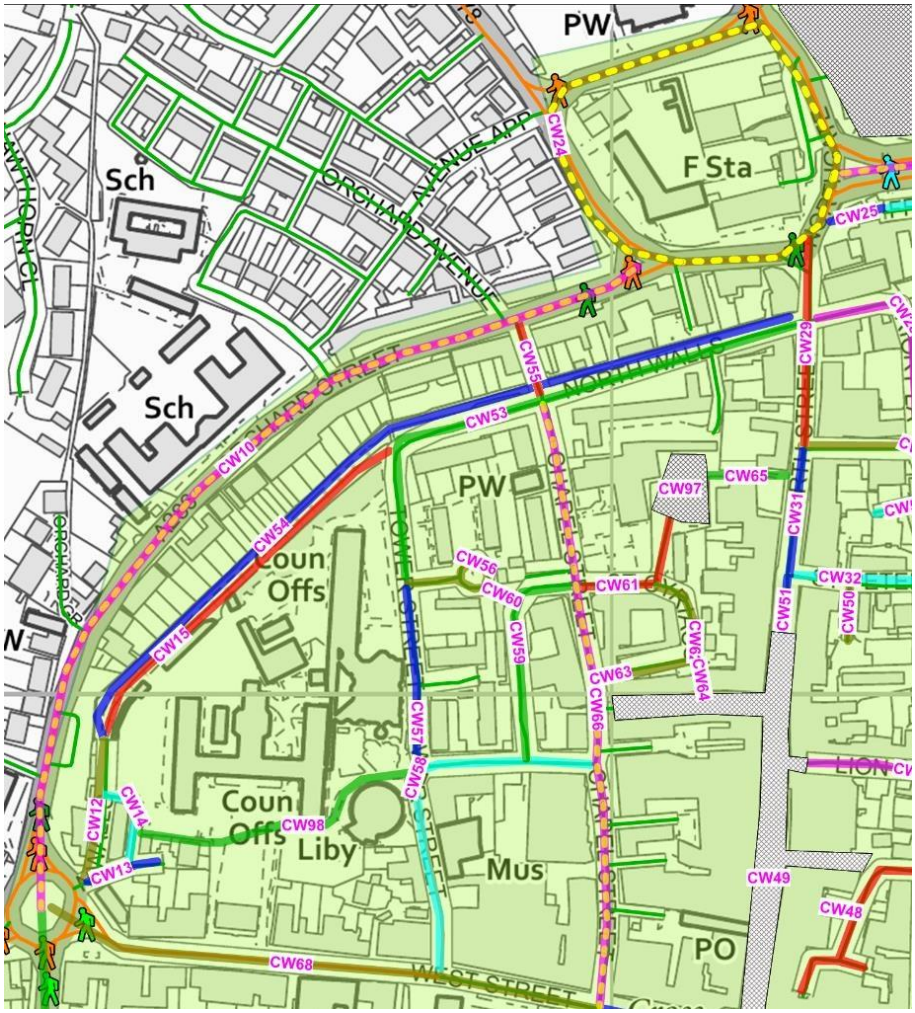
The links that failed on the directness category were:

- **CW08** Via Ravenna is missing pavement provision.
- **CW02** Southgate gyratory is missing continuous pavement provision and the staggered nature of existing crossings ads 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.

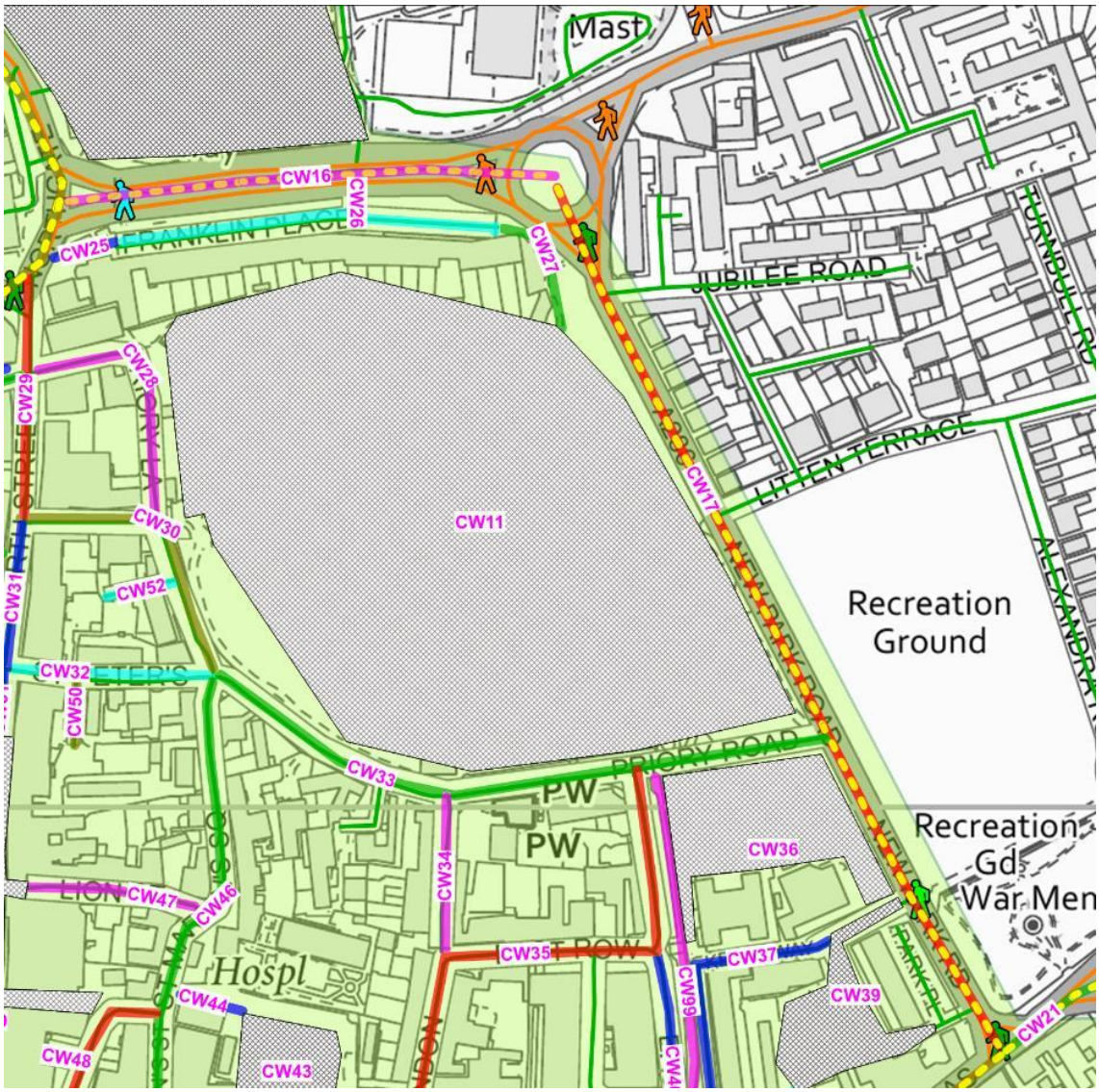
Plan 16. *North west area*



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.

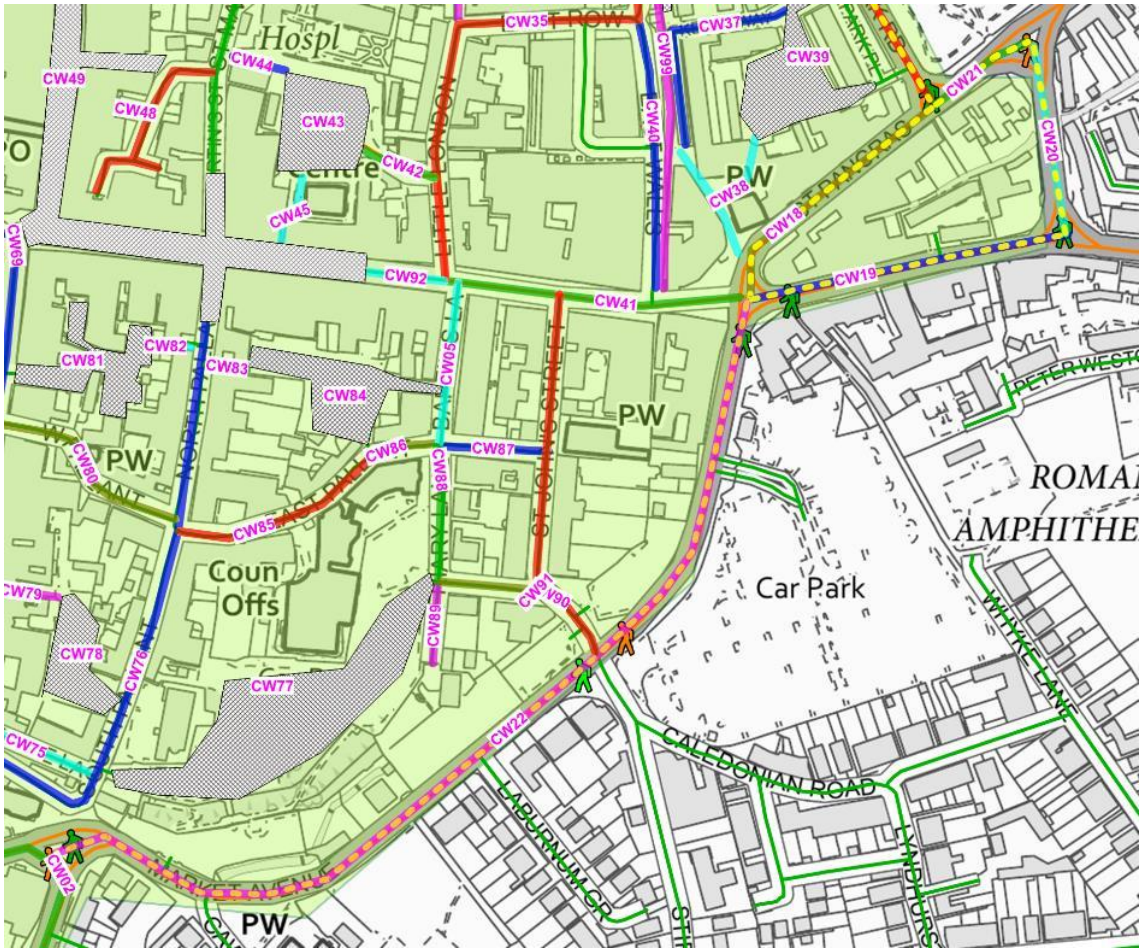
Plan 17. *North east area*



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:

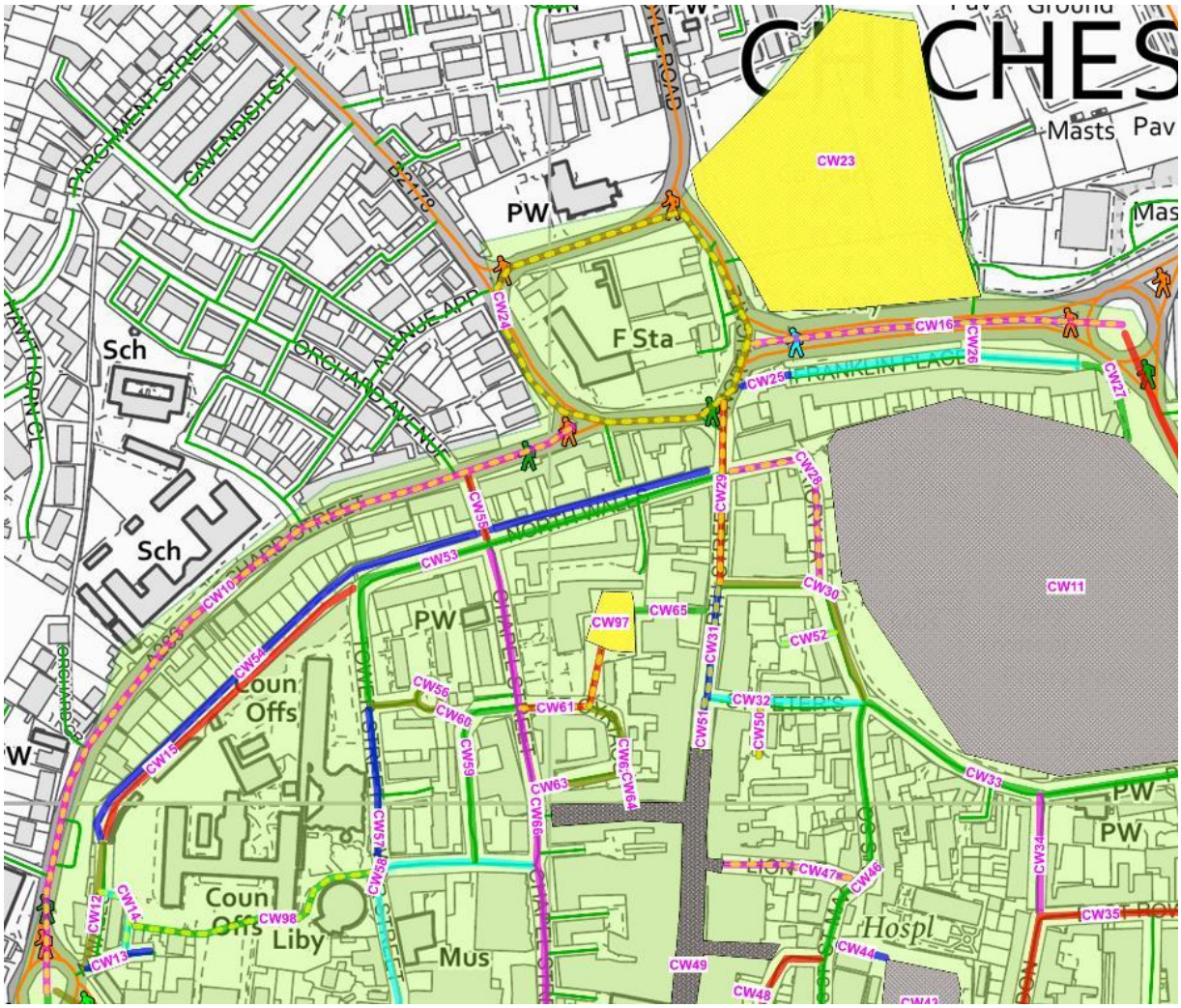
- **CW22** Market Road has fast moving traffic.
- **CW18** St Pancras, **CW19** The Hornet and **CW20** Needlemakers has heavy fast moving traffic in close proximity to pedestrians
- **CW21** St Pancras failed on all three safety categories, with proximity to heavy and fast moving traffic and some visibility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

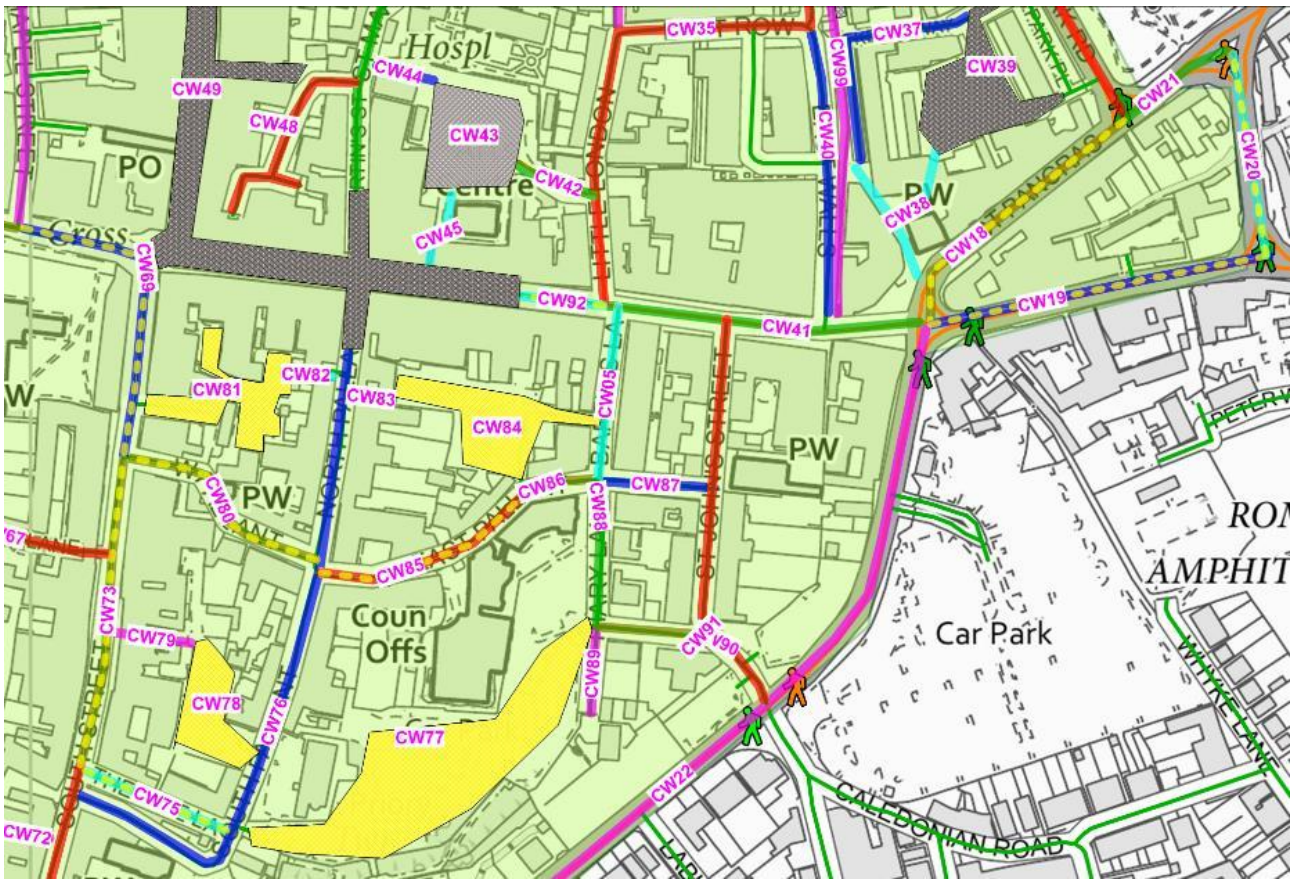


The following links and areas failed on the coherence category:

- **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 Cypriacs
- **CW97** St Cypriacs car park
- **CW98** West Sussex County Council buildings

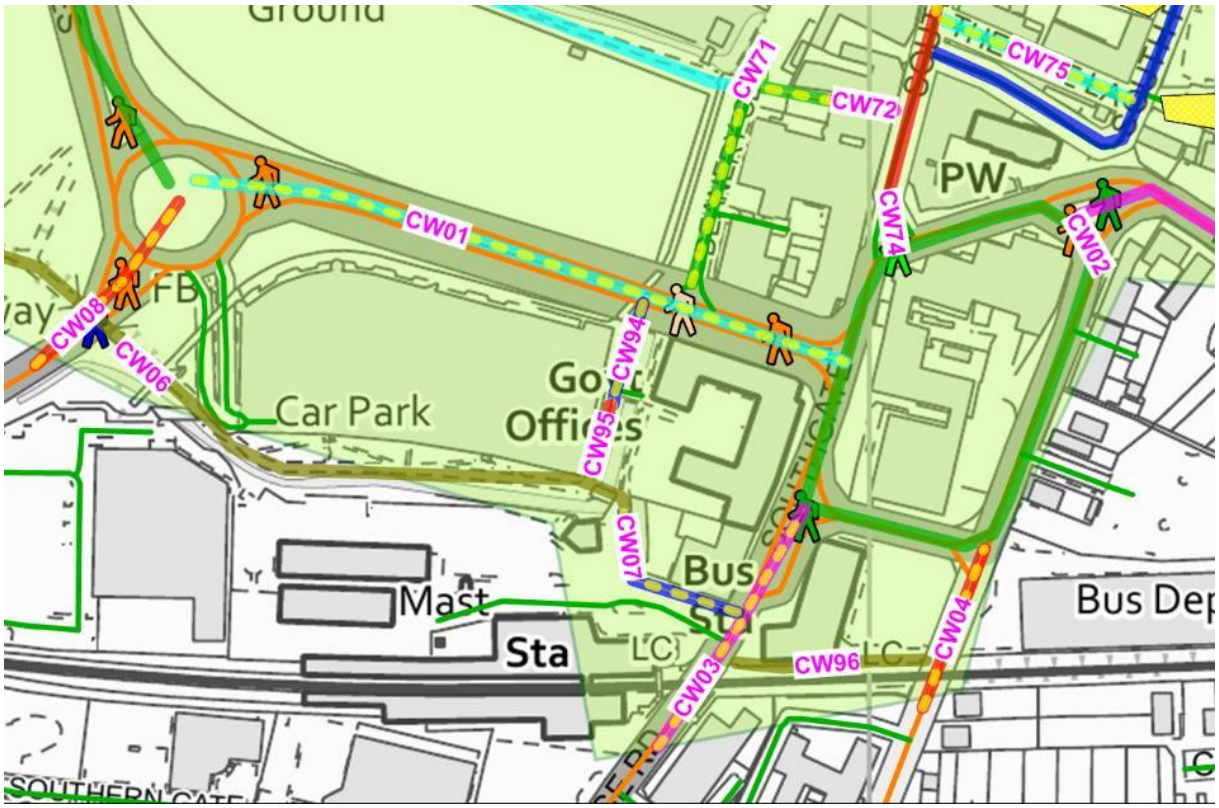
Plan 20. South east area



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

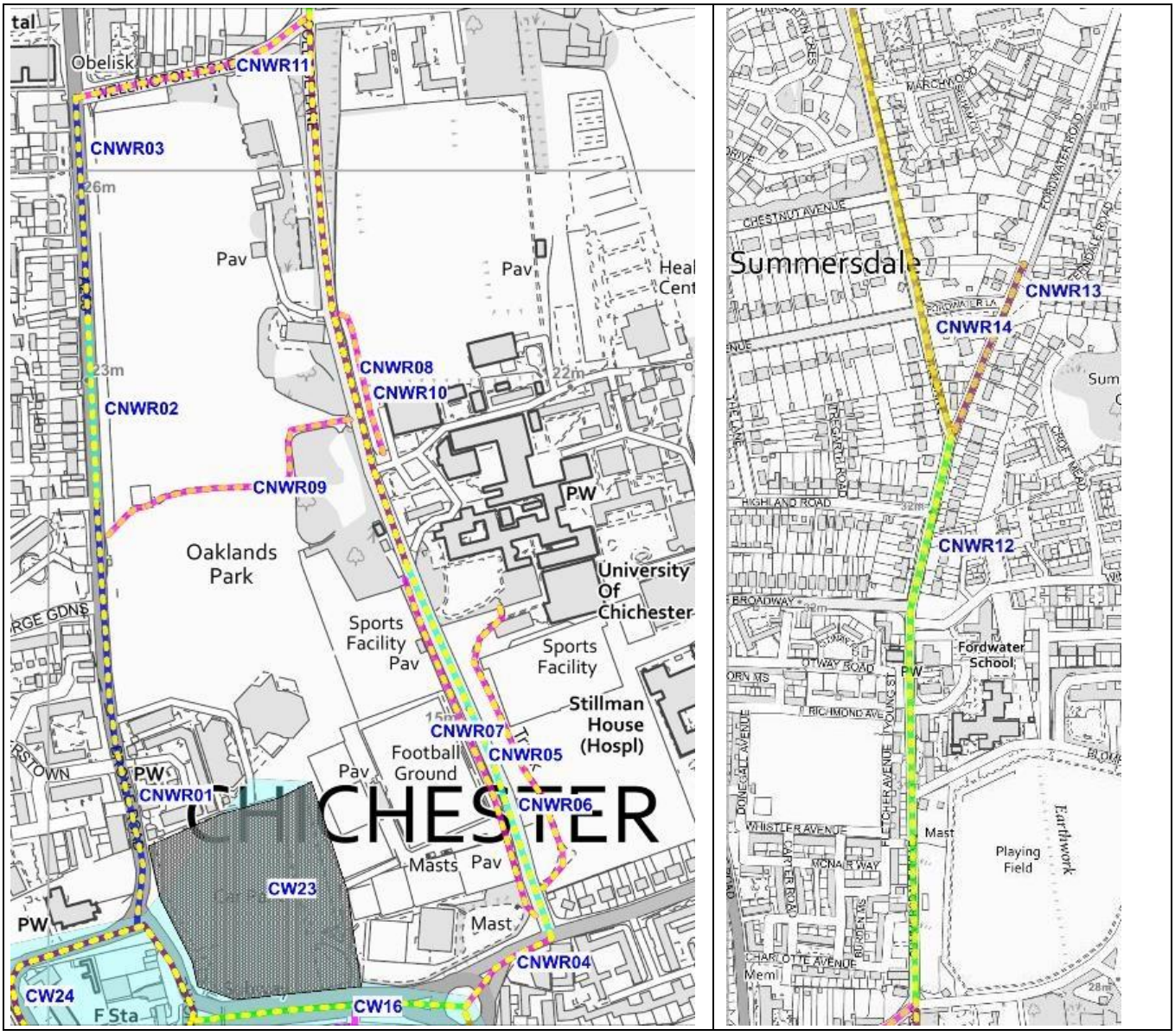
3. Key walking routes – detailed audit

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.

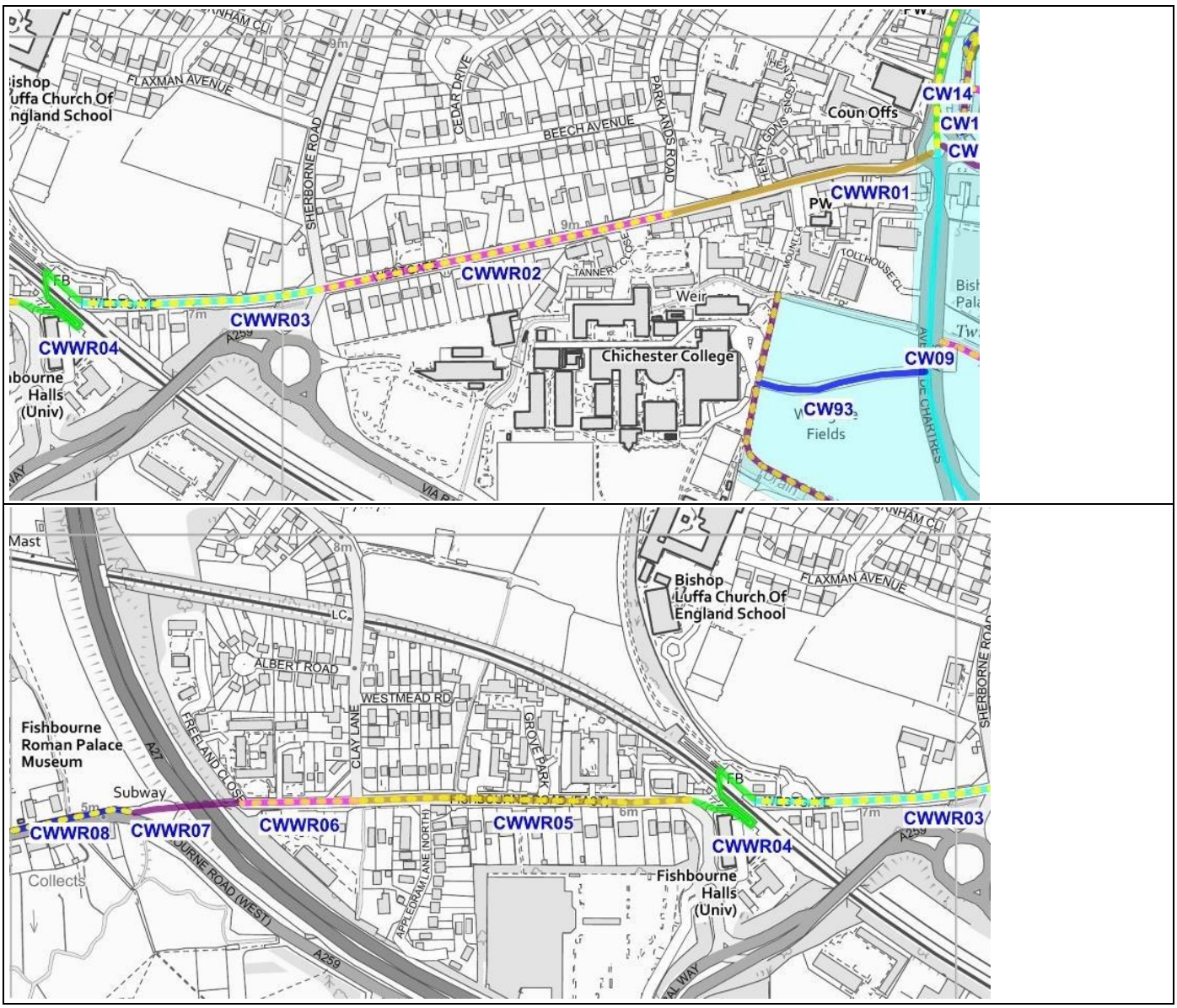
The path on the west side is behind the wall and some height above the road. This path is quite wide and winds through trees. In daylight it is well used by students but in darkness and quieter periods it is not really overlooked so is likely to be unattractive to lone pedestrians.

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		
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%	Comments
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		
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%	Comments
CW11	Priory Park	2	0	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		
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%	Comments
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	**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	**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	**39**	**98%**	
CW28	Priory Lane	2	1	2	2	0	0	2	2	2	2	0	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	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	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	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	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	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	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	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	**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	**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	**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	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	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	**35**	**88%**	Crossing at new paved area east end not on key desire line
CW42	Access to Little	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

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHER-ENCE	TOTAL		
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%	Comments
	London car park																							
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	2	0	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	2	0	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		
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%	Comments
CW55	Orchard Street	2	2	2	2	1	0	2	2	2	2	0	1	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	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	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	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	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	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	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	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	**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	**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	**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	**39**	**98%**	
CW69	West Street & South Street	2	2	2	2	1	2	2	2	2	2	2	0	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

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHER-ENCE	TOTAL		
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%	Comments
																								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	**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
CW82	Passageway between North	2	1	2	2	2	0	2	2	2	2	2	2	2	2	2	2	2	2	2	1	**36**	**90%**	Narrow passageway

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHER-ENCE	TOTAL		
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	**SCORE**	**%**	**Comments**
	Pallant & Cooper St																							
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	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.
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%**	

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHER-ENCE	TOTAL		
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	**SCORE**	**%**	**Comments**
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		
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%	Comments
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
CNWR12	Summersdale	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

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHER-ENCE	TOTAL		
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	**SCORE**	**%**	**Comments**
	Road																							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	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	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	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	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	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 – Fish-bourne Road East)	2	1	2	2	2	2	2	2	1	2	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	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	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	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.
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.

Audit Categories	2 (Green)	1 (Amber)	0 (Red)
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.
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.

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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.

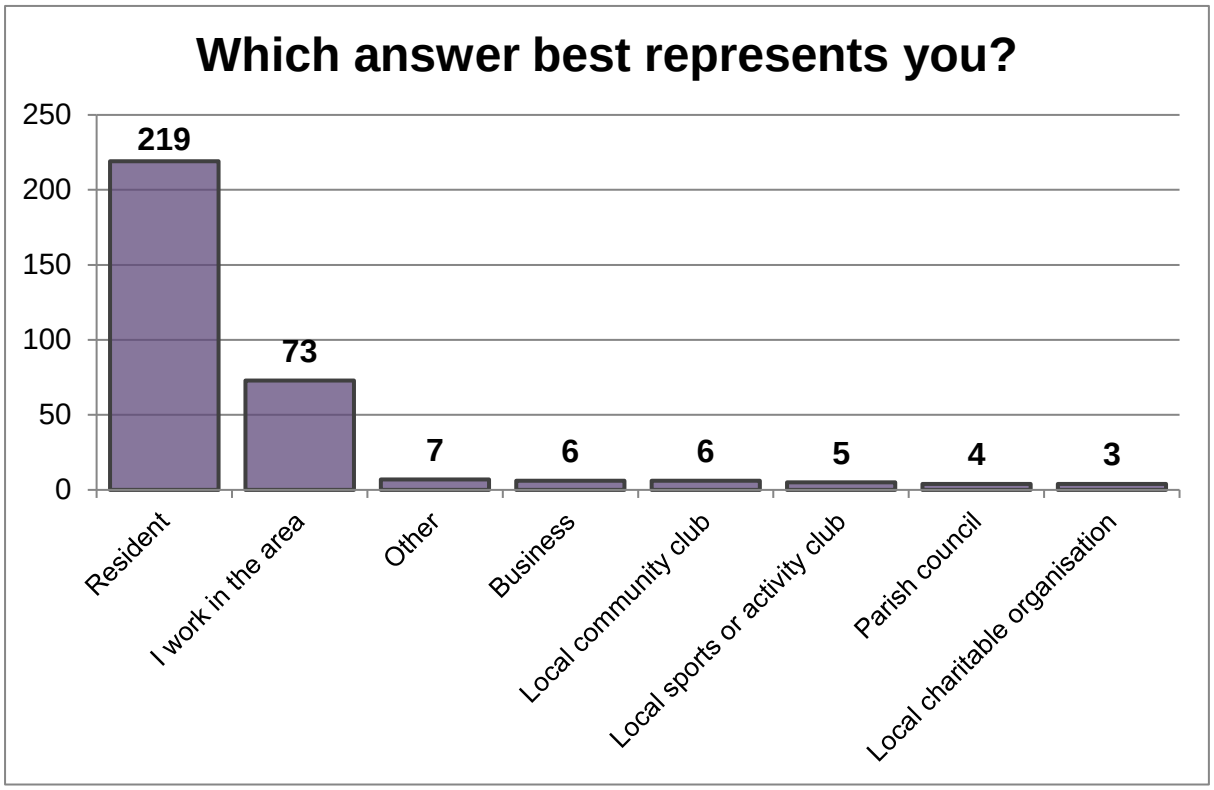
A full list of promotions is available in Appendix B.

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

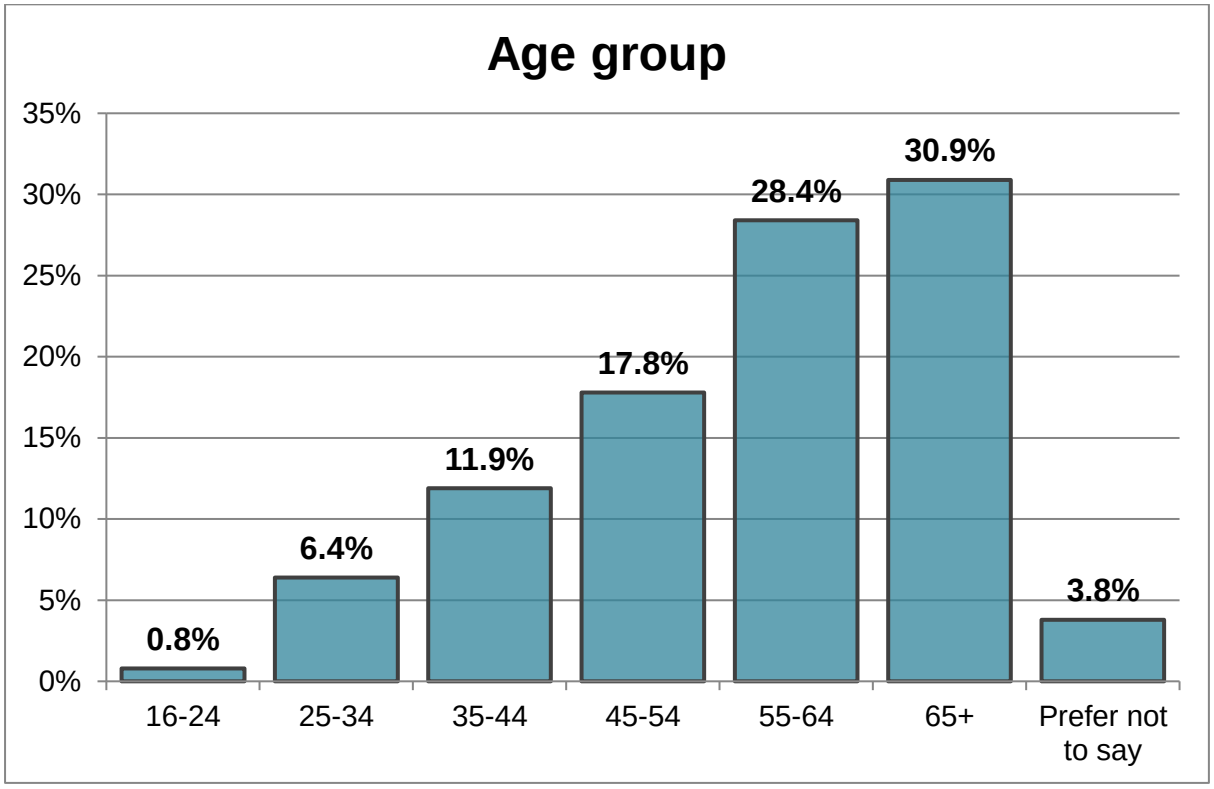
10 respondents ticked 'Other' and specified an area in the district, as below:

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

There were no responses from Chidham and Hanbrook, 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.

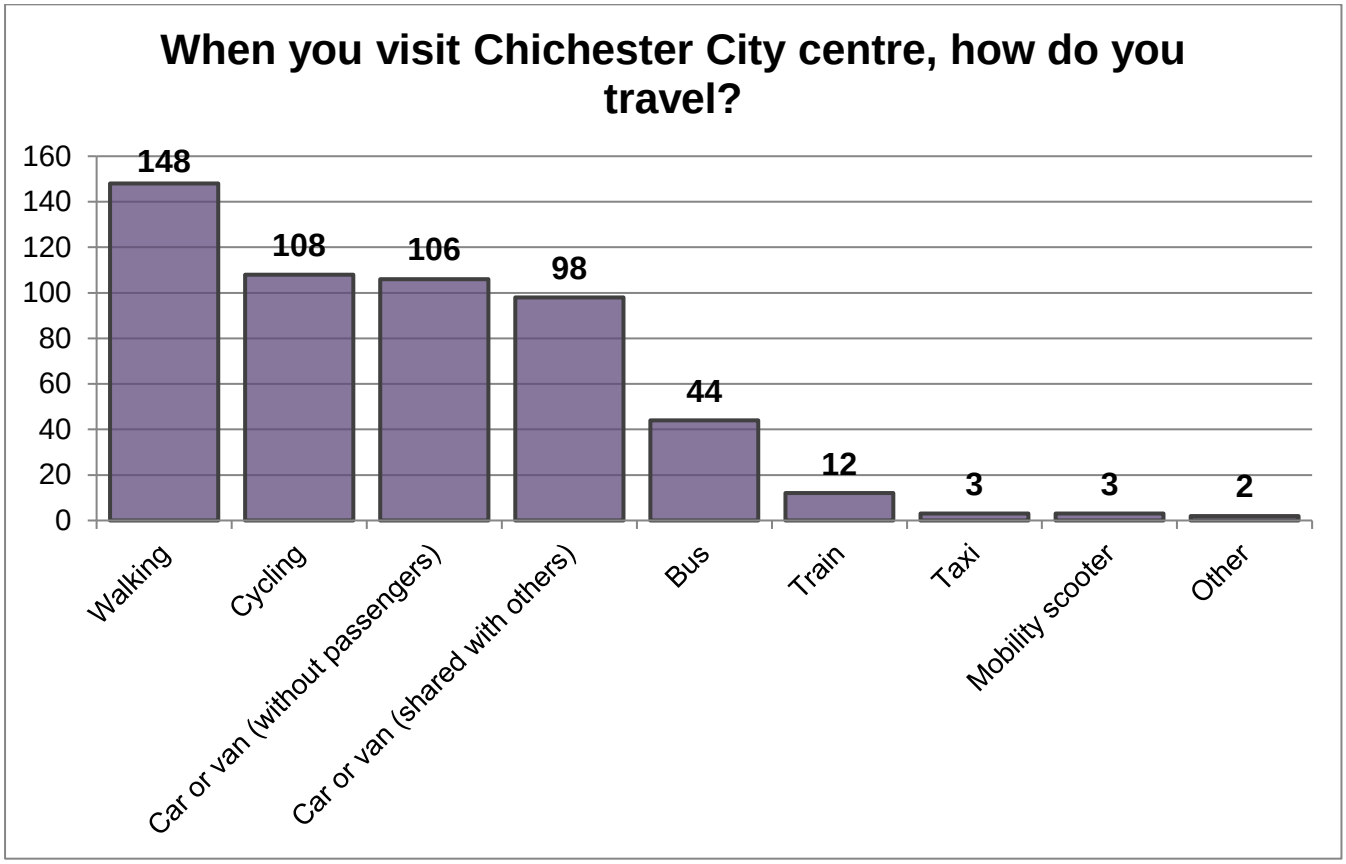
12.7% of respondents (30) said they have a long-term illness, health problem or disability which limits their daily activities. **79.3%** (188) said they do not and the remaining 8% did not wish to disclose this information.

Section Two: Your travel

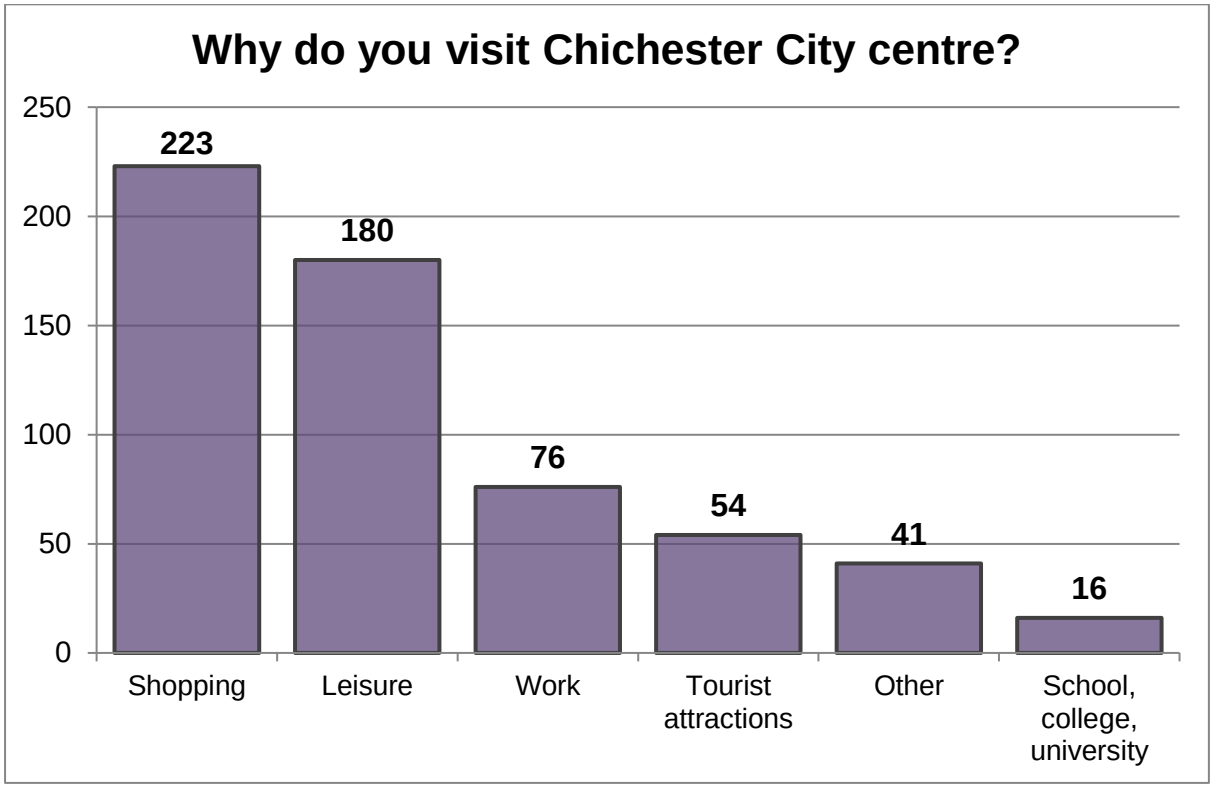
Respondents told us how they currently travel into and within Chichester City centre. The majority of respondents said they walk (**148**), followed by **108** who cycle.

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.



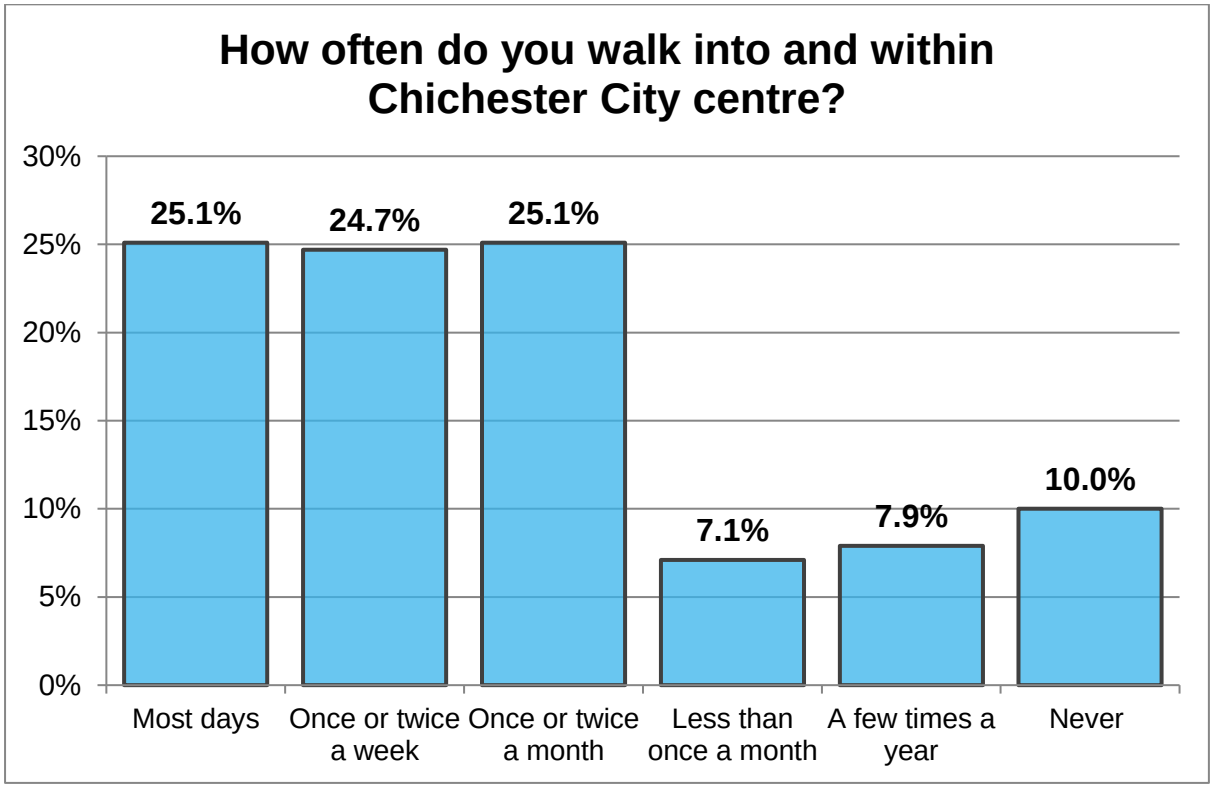
When asked why they travel into Chichester city centre, the majority of respondents said shopping (**223**). The graph below breaks down the full results. As respondents could select more than one choice, percentages have not been included.



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.



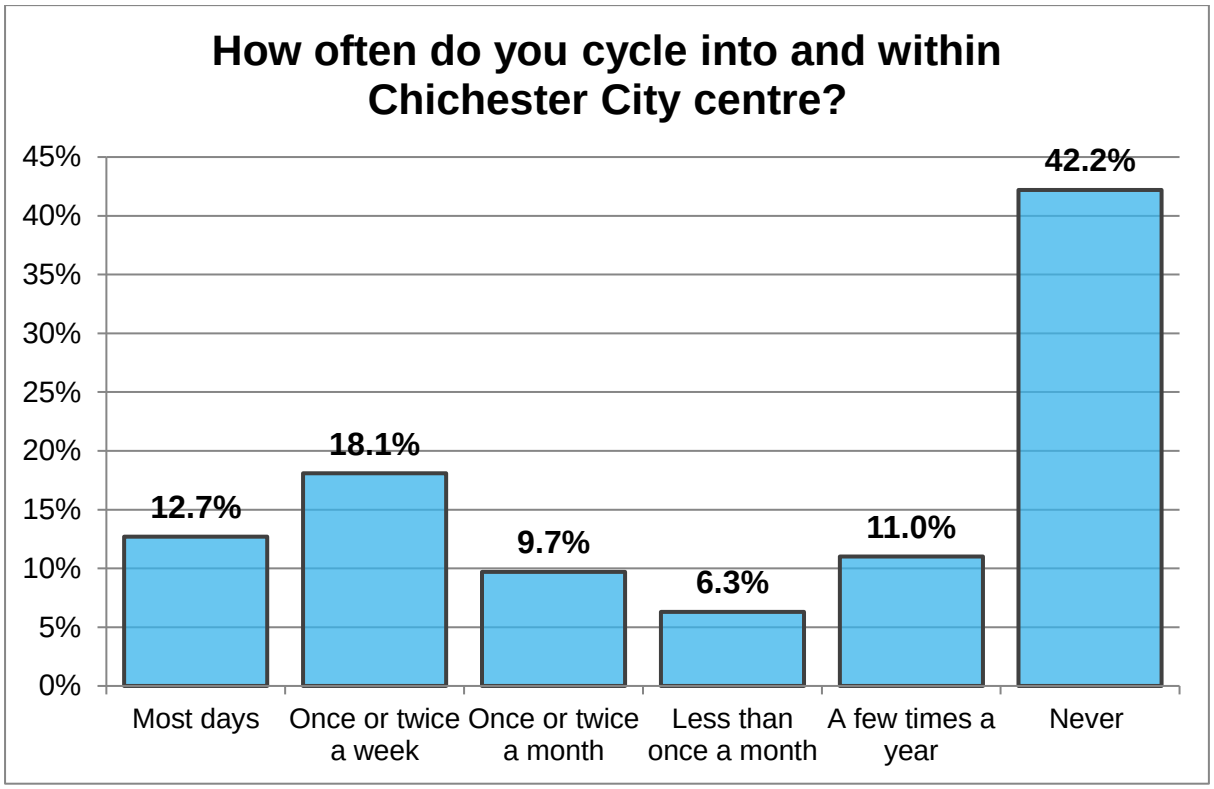
The reasons given for walking into and within Chichester City centre were given as follows. Please note that respondents could choose more than one answer.

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.



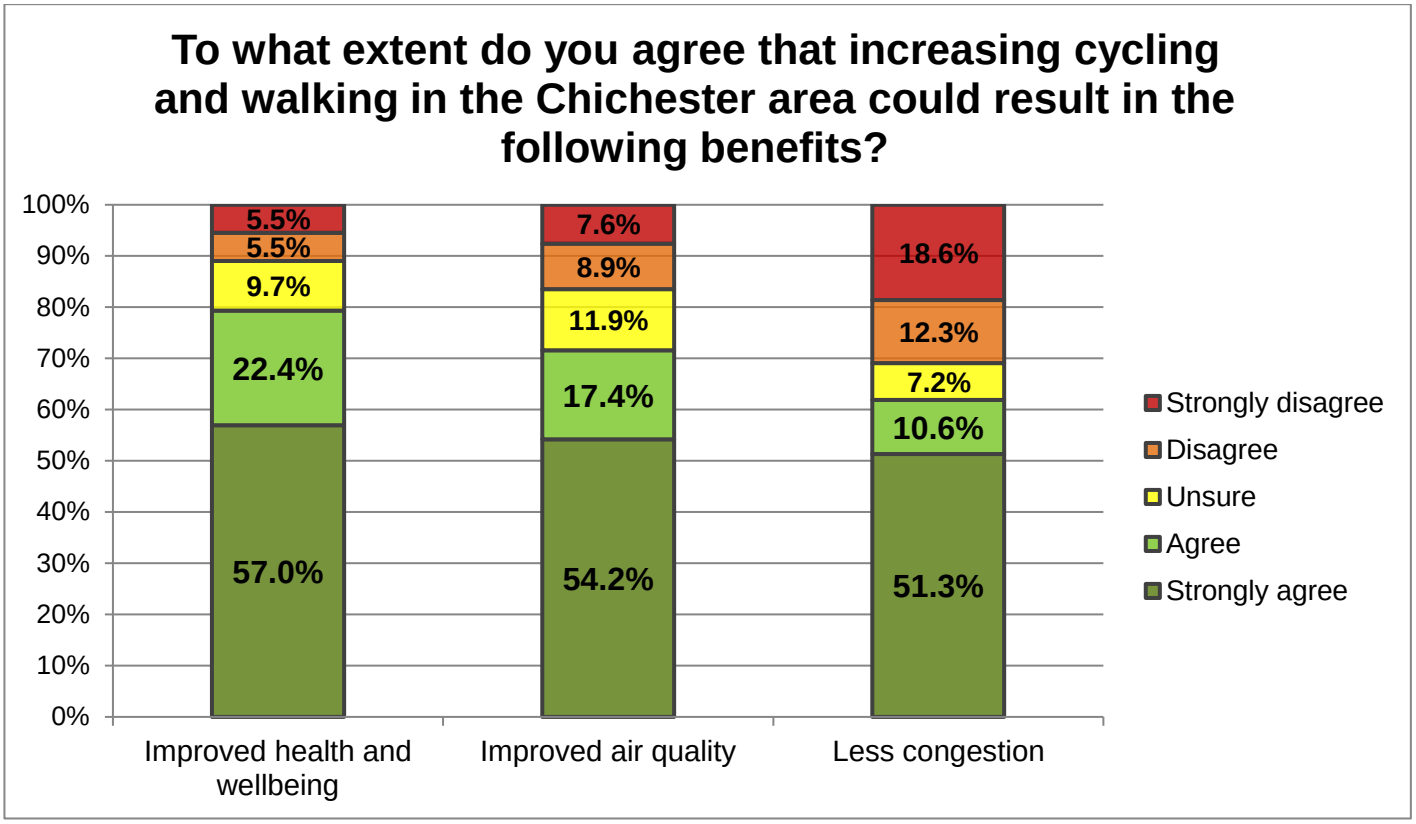
The reasons given for cycling into and within Chichester City centre were given as follows. Please note that respondents could choose more than one answer.

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).

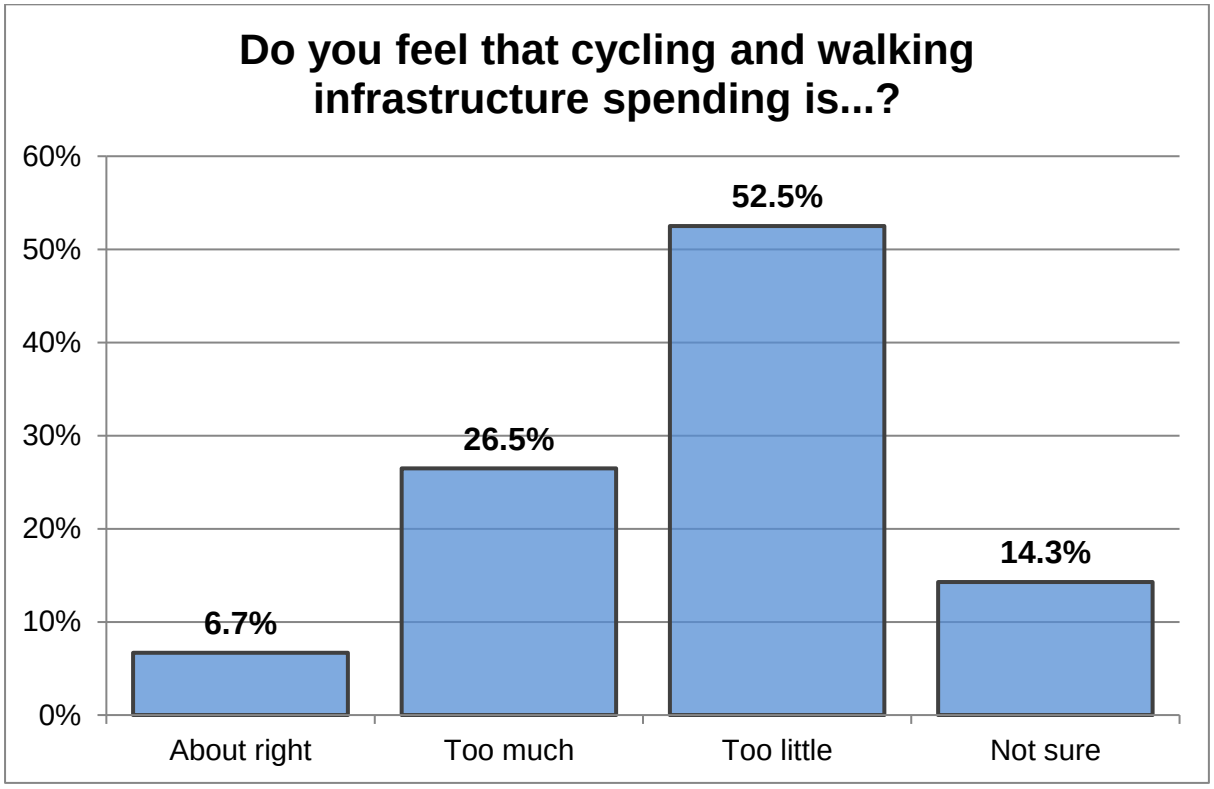
Benefits of cycling and walking

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.

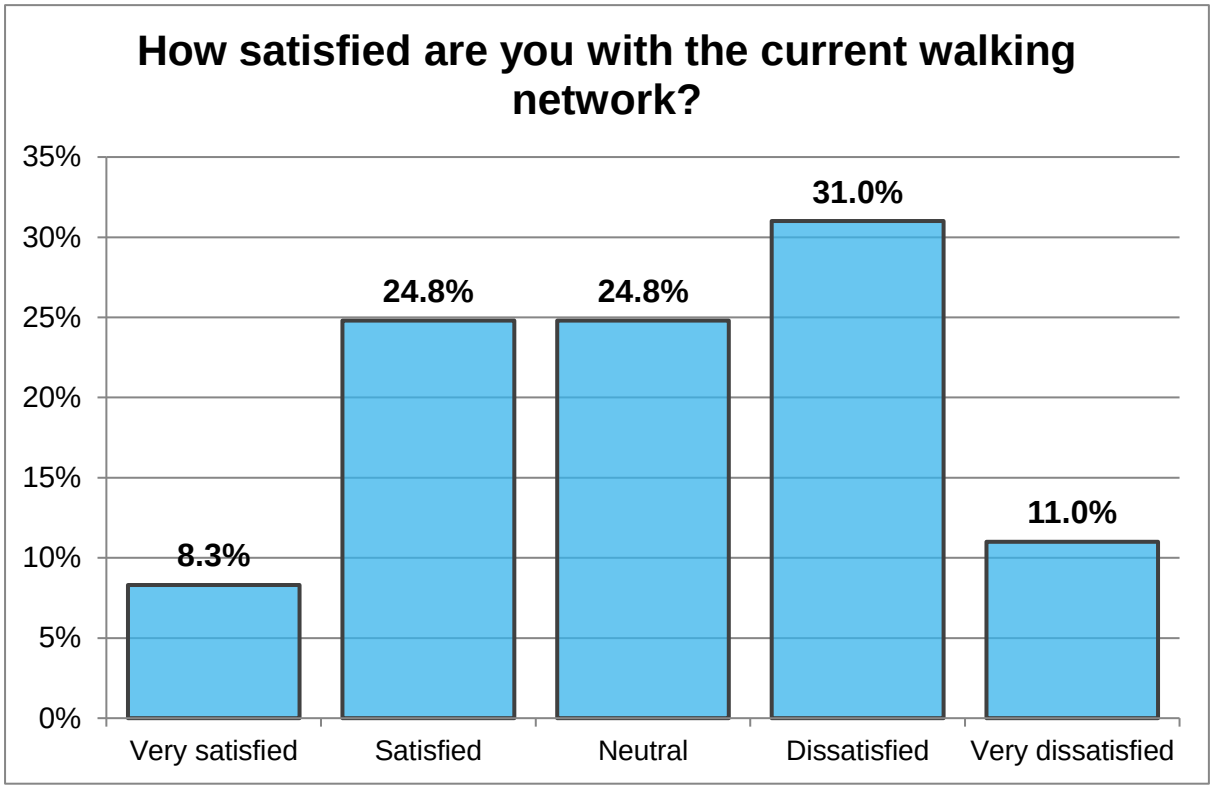


Section Two: Walking improvements

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
No issues preventing walking or walking more	29

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

frequently			

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 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)

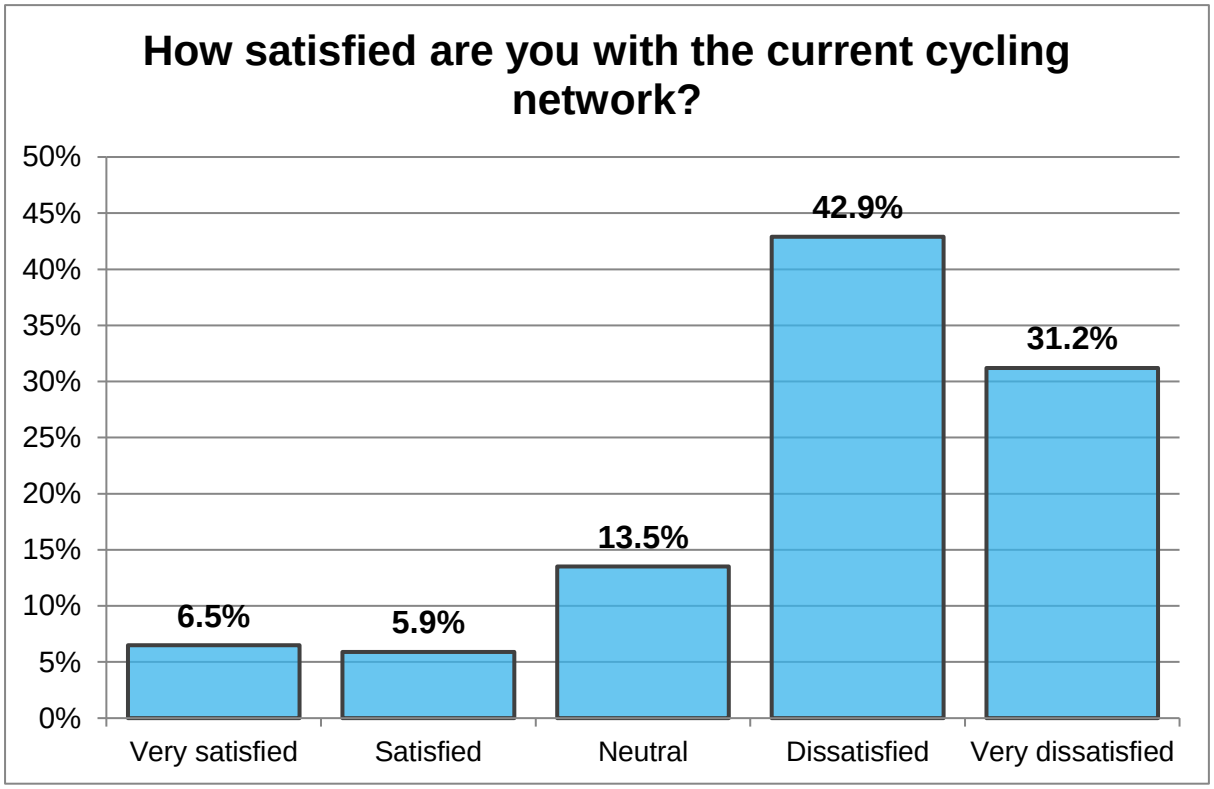
Section Three: Walking improvements — comments

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 walking	Count
Busy roads	95
Difficult junctions	95

Issues preventing walking cont.	Count
Poor signage	41
The routes are indirect	25

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

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); Disjointed 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 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)
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
Route A — From north Chichester, via Lavant Road/Broyle Road, to Northgate roundabout with a link to Chichester Festival Theatre.	43
Route B — From Lavant Road, via north Chichester, linking to the University and connecting to Oaklands Way.	31
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 F — From N Mundham, via Chichester Free School and crossing over A27 near Hunston roundabout, linking to Kingsham Primary School/Whyke Road and Kingsham Road.	21
Routes G and H — Connecting Donnington, via either Chichester Canal path or	32

Type of comment	Count
Route K — From west Chichester, linking Fishbourne Road East to Westgate, via a shared use bridge over the railway.	38
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 Q — Route forming a link between Route K and railway station via Chichester College.	19
Core area — The central area of Chichester within the ring-road including The Hornet/St Pancras.	55

Stockbridge Road, to Chichester railway station.			

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 Coivid-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.

Appendix 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.

Appendix 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.

Appendix C – Written comments on walking improvements

(supplied as a separate document)

Appendix D – Written comments on cycling improvements

(supplied as a separate document)

Appendix E – Further written comments on walking and cycling in Chichester

(supplied as a separate document)

Chichester City Local Cycling and Walking Infrastructure Plan

Appendix 3:

List of consultees invited to previous CDC consultation workshops:

Internal:

Planning Policy and Development Management

External:

CDC Members with relevant portfolio or ward
West Sussex County Council
Chichester Business Improvement District
Chichester City Council
Parish Councils within or abutting the study area
South Downs National Park Authority
St Richard's Hospital
Chichester University
Chichester College
Chichester and District Cycle Forum
Residents' Associations within or abutting the study area
A2 Dominion
Age UK
Chichester Women's Institute
Chichester Canal Trust
Chichester Access Group

Chichester Local Cycling and Walking Infrastructure Plan

Appendix 4:

List of consultees:

Internal
Development Management and Building Control
Planning Policy
Chief Executive

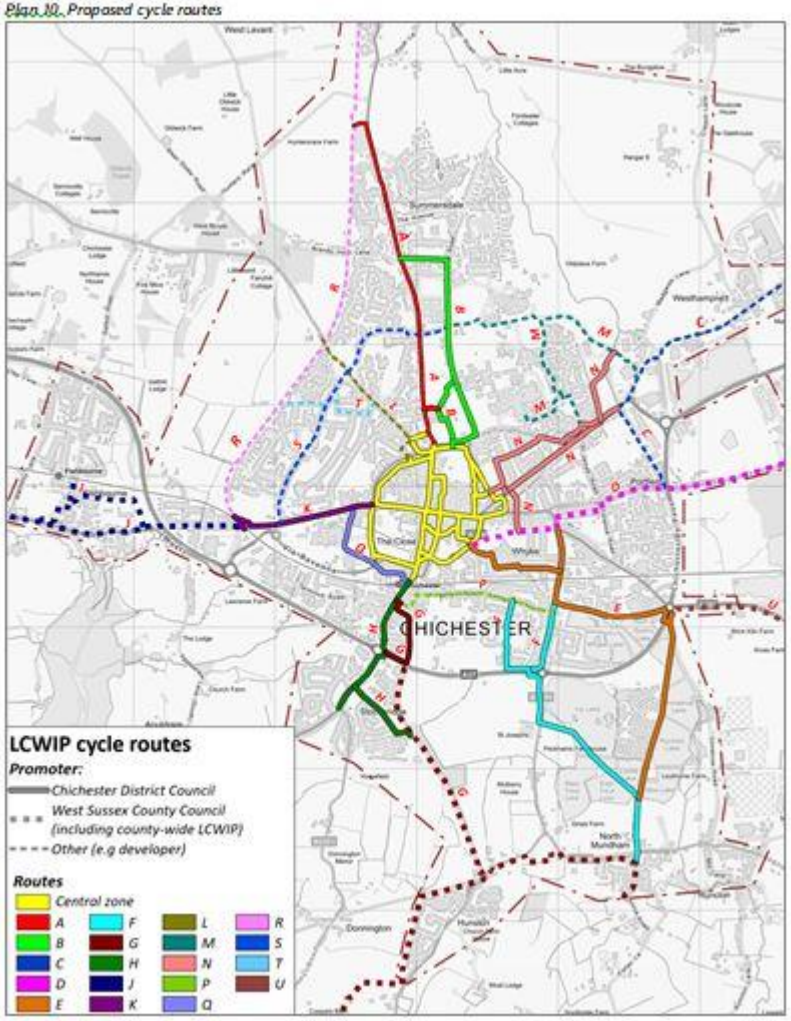
External
DfT
West Sussex County Council
Chichester City Council
CDC Members
WSCC Members (with specifc portfolio; Highways and Infrastructure, Environment and Member Cycling Champion)
South Downs National Park Authority
Selected parish councils (Lavant, North Mundham, Apuldram, Fishbourne, Oving, Westhampnett, Oving, Westhampnett, Hunston, Boxgrove)
Chichester Business Improvement District
South Downs National Park Authority
Chichester Chamber of Commerce
Sustrans
Chichester and District Cycle Forum
Chichester Walking Access Group
Southern Gateway Project Team
Chichester Canal Trust
Residents' Associations (Parklands, Westgate, Westhampnett, Summersdale, East Broyle)
Friends of Centurion Way
A2 Dominion
Age UK
Network Rail
Stagecoach
St Richard's Hospital
Chichester University
Chichester College
Highways England
Large employers (Wileys, Rolls Royce, Mercers)
All attendees of the previous Local Cycling and Walking Infrastructure Plan workshops

Chichester City LCWIP

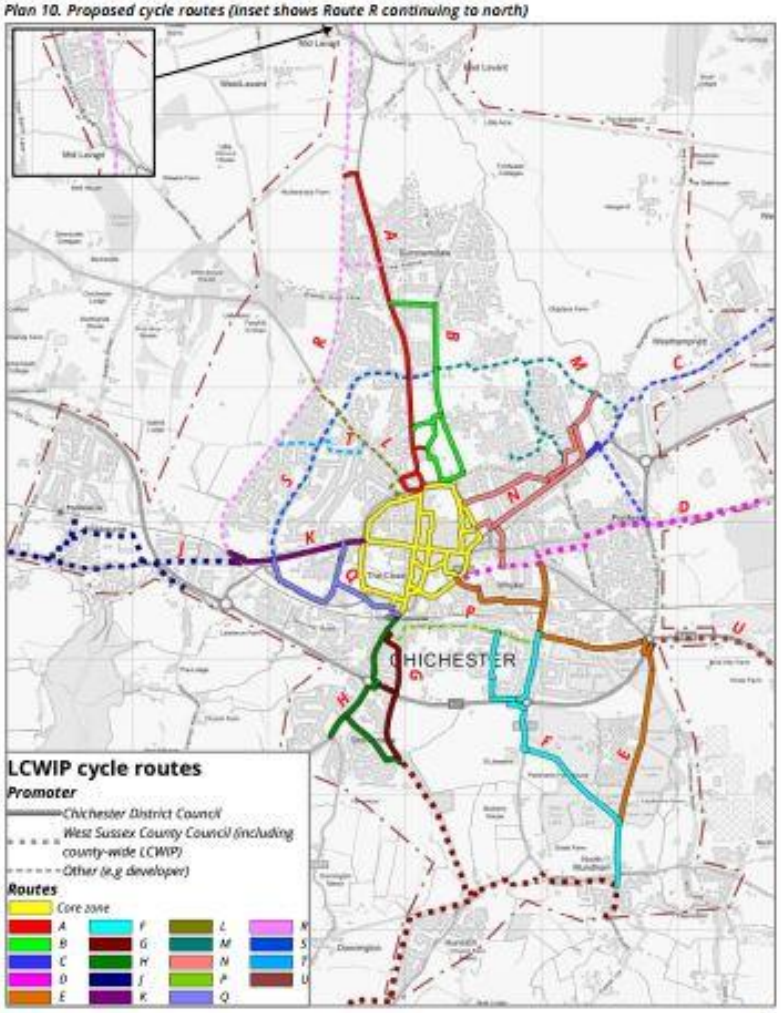
Cycle routes as presented for consultation and after consultation and subsequent amendments.

Note: the plans on the left are as presented for consultation and the amended plans post consultation are on the right hand side:

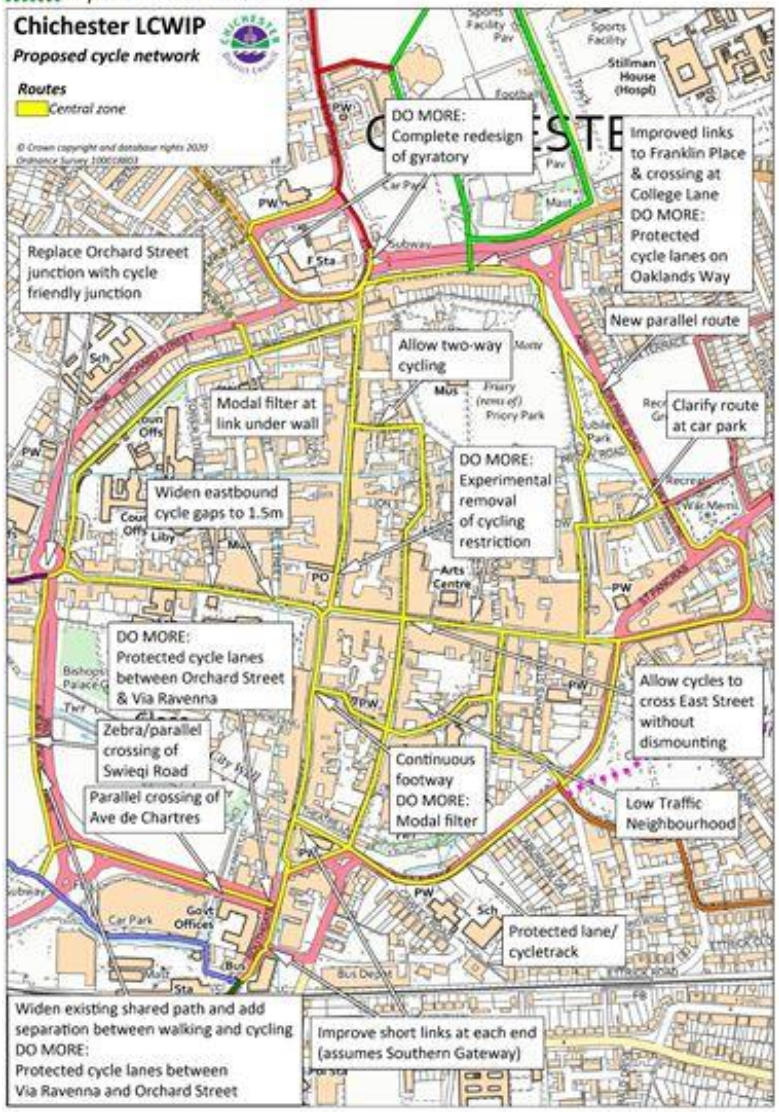
Plan 10. Proposed cycle routes



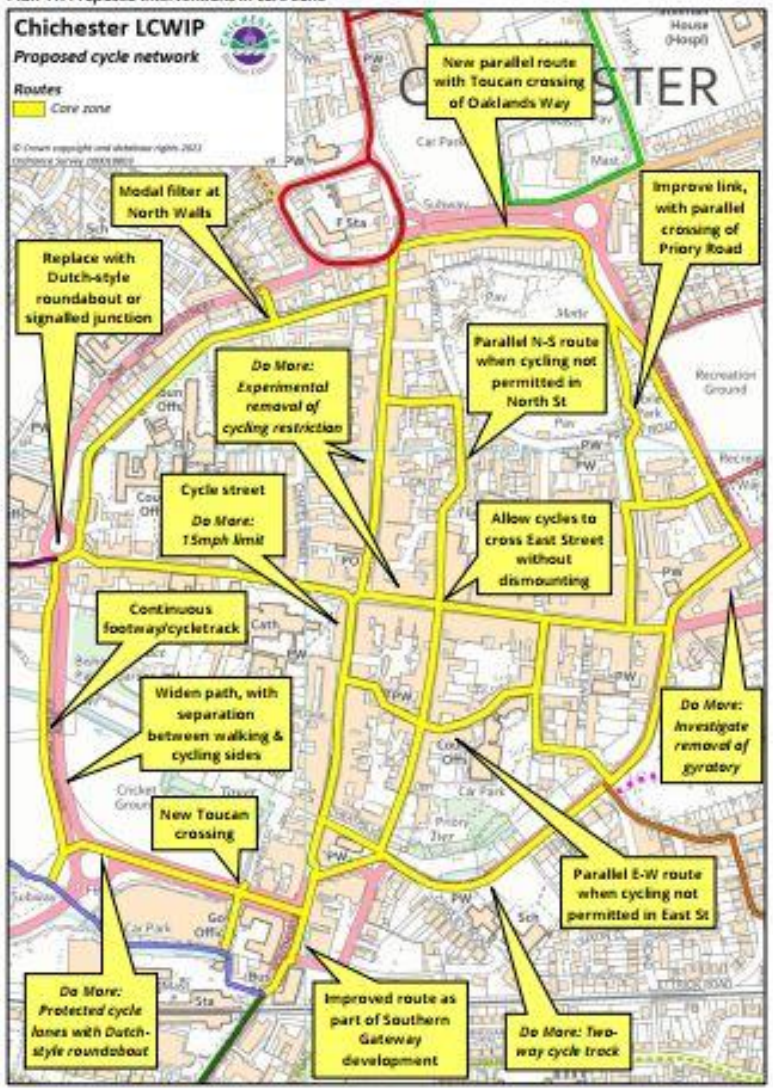
Plan 10. Proposed cycle routes (inset shows Route R continuing to north)



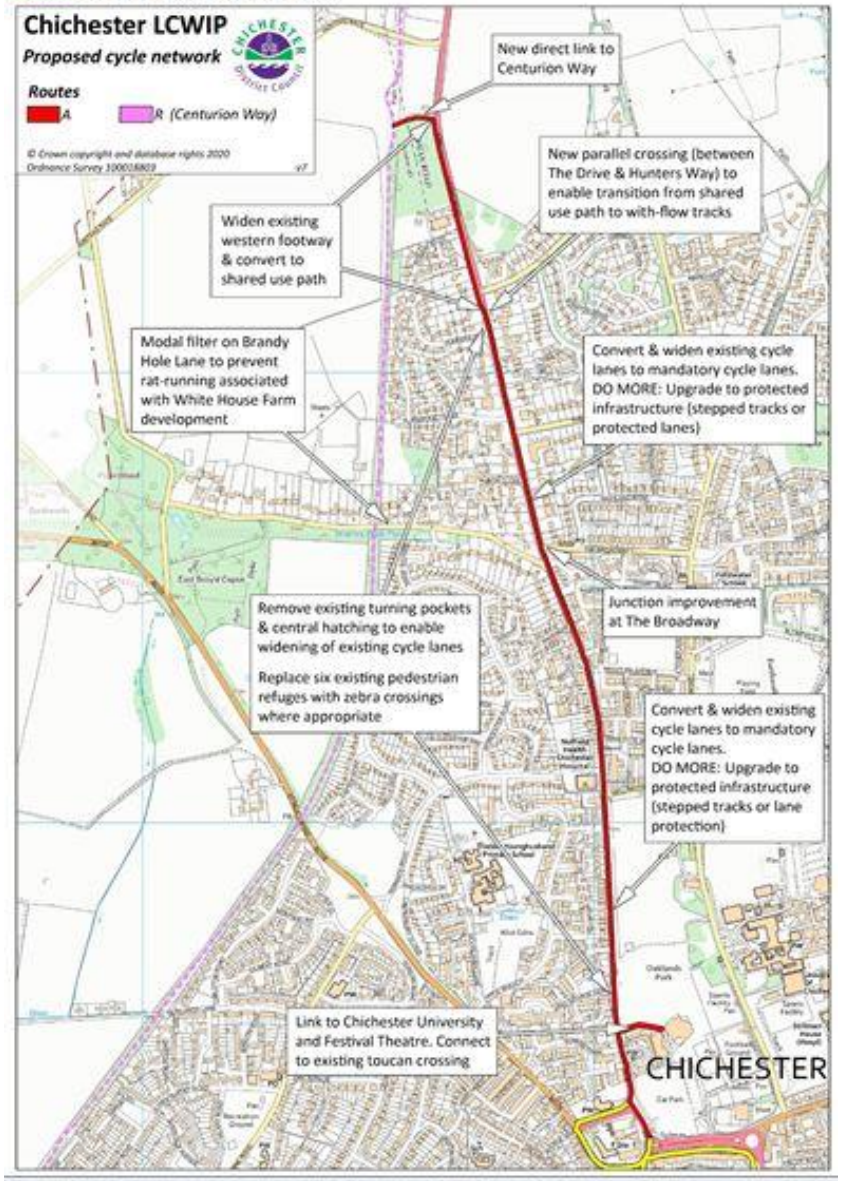
Plan 11. Proposed interventions in core area



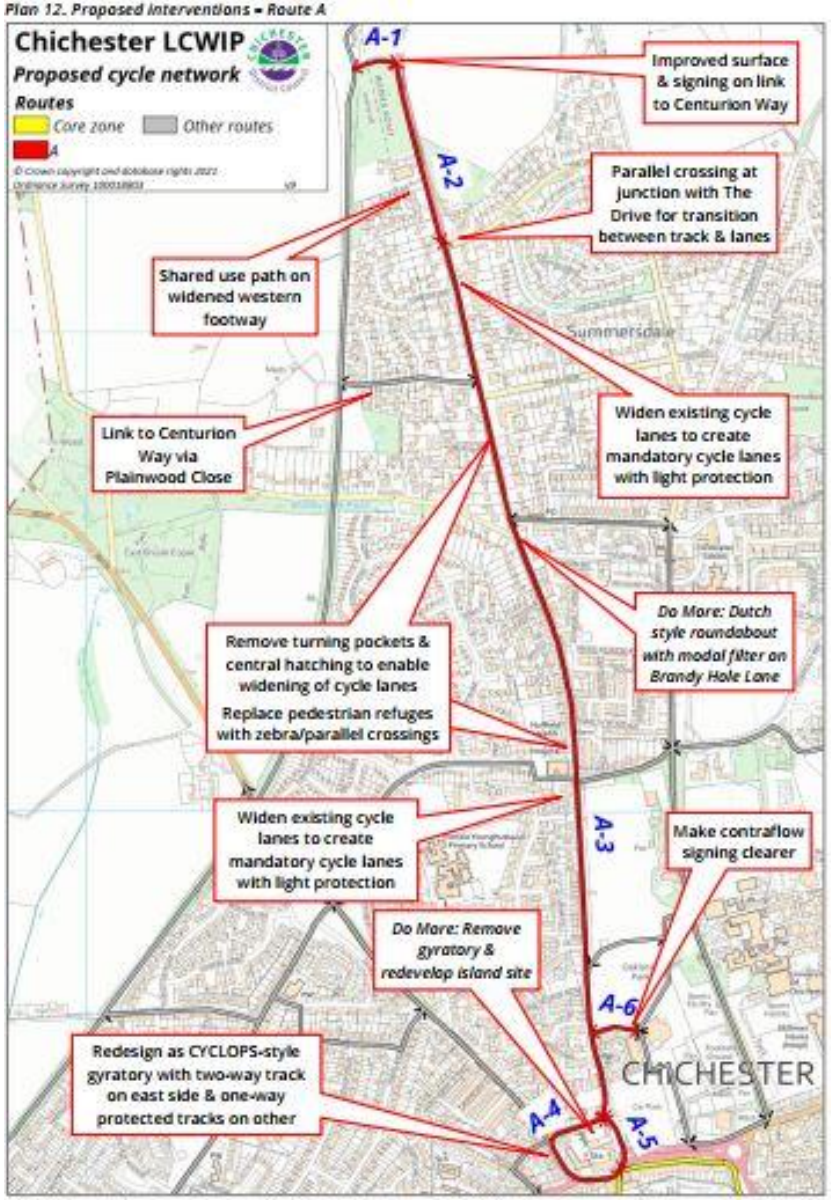
Plan 11. Proposed interventions in core zone



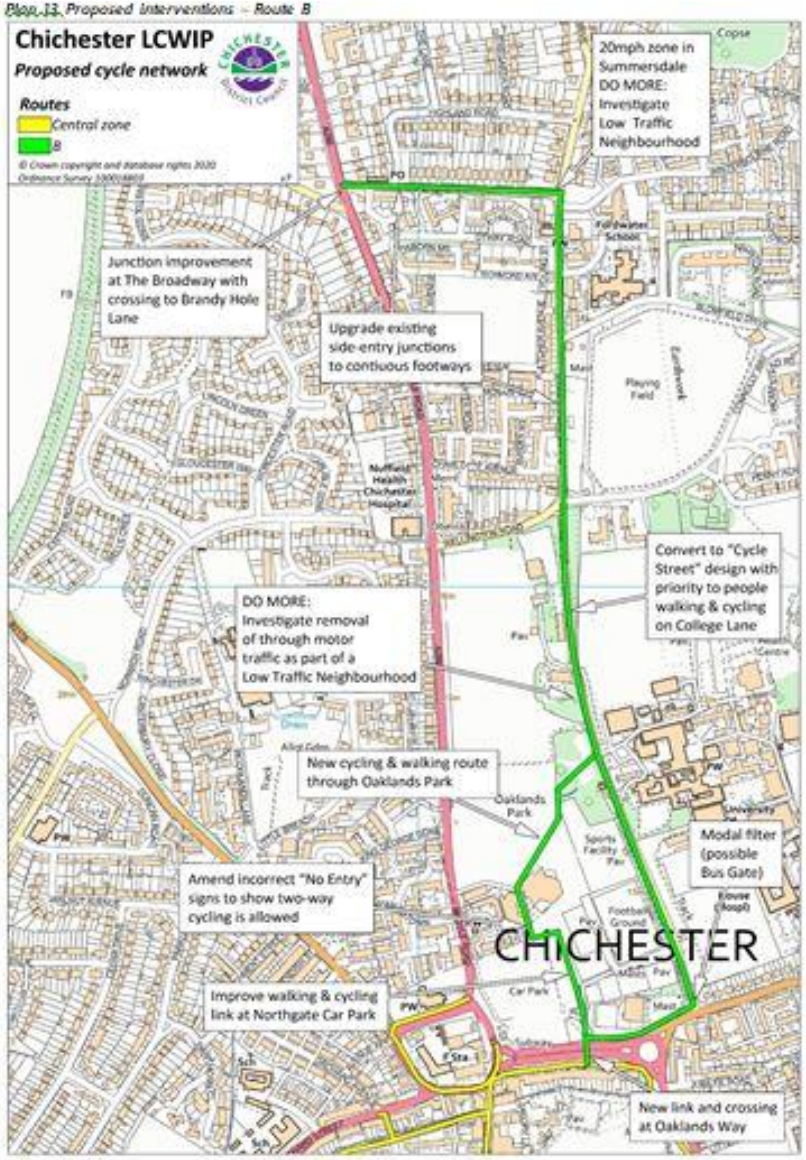
Plan 12. Proposed interventions – Route A



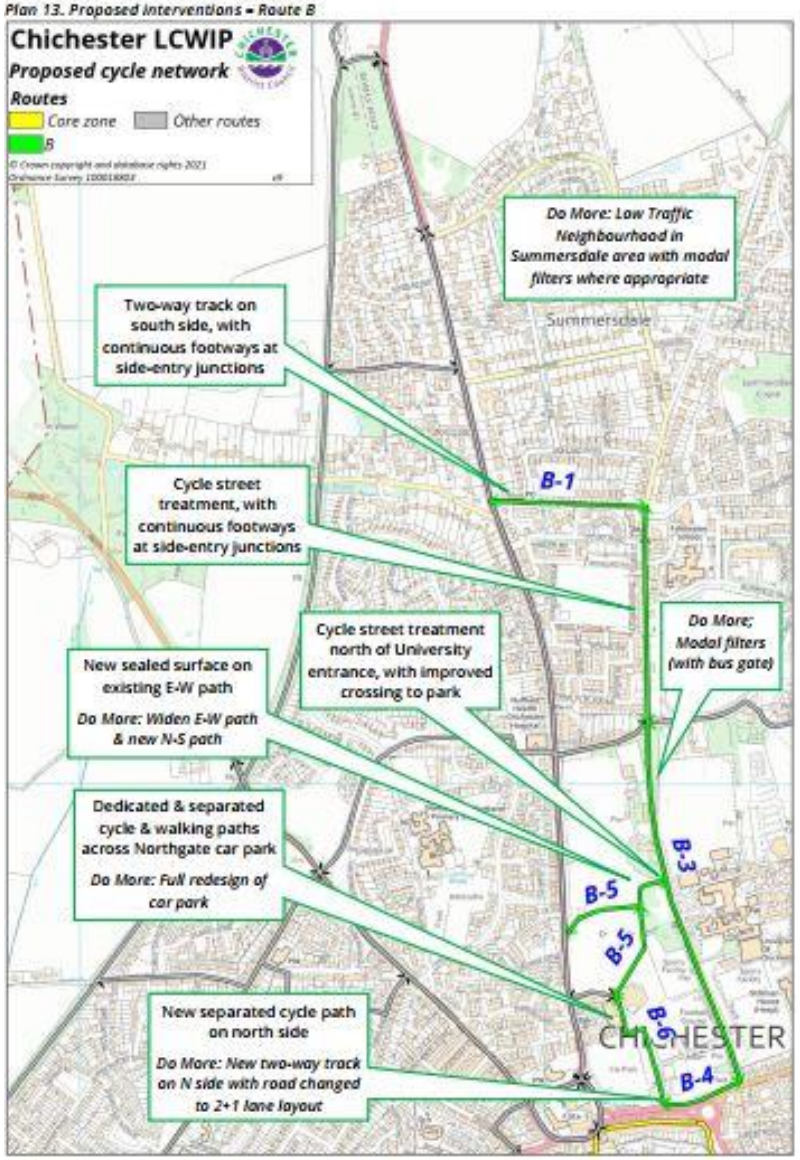
Plan 12. Proposed interventions – Route A



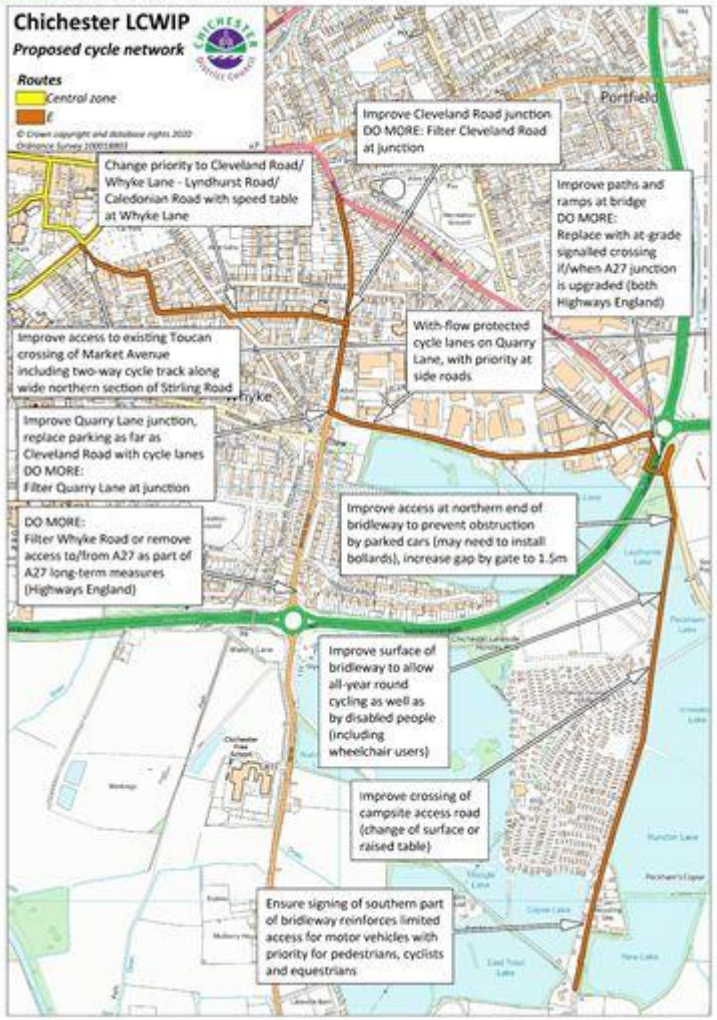
Plan 13. Proposed Interventions – Route B



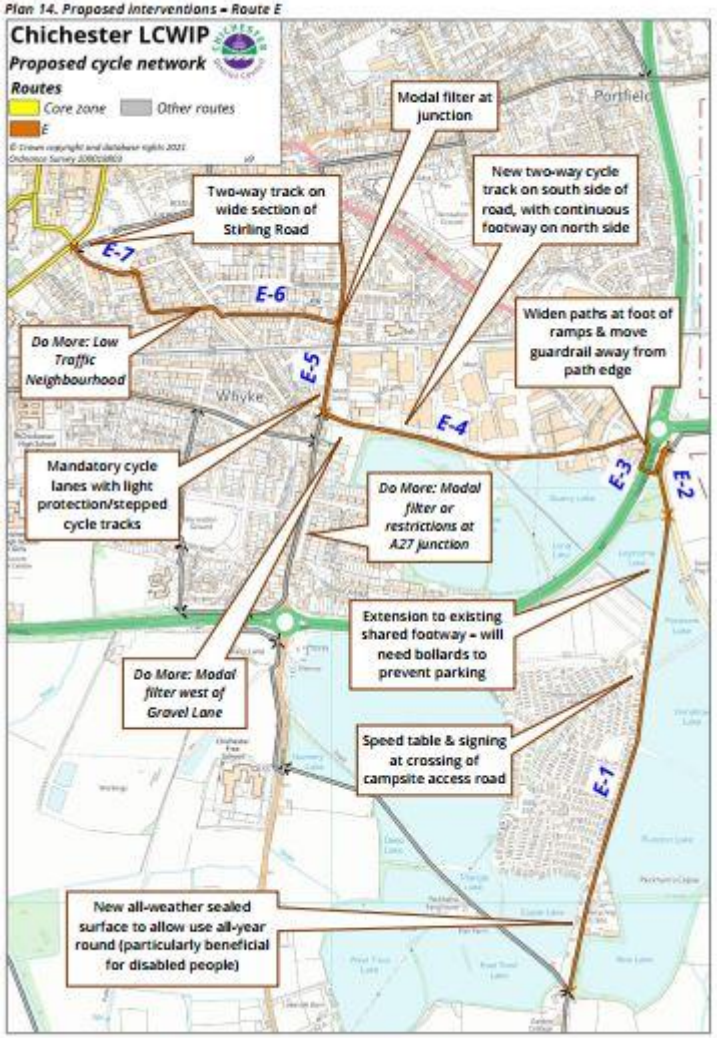
Plan 13. Proposed Interventions – Route B



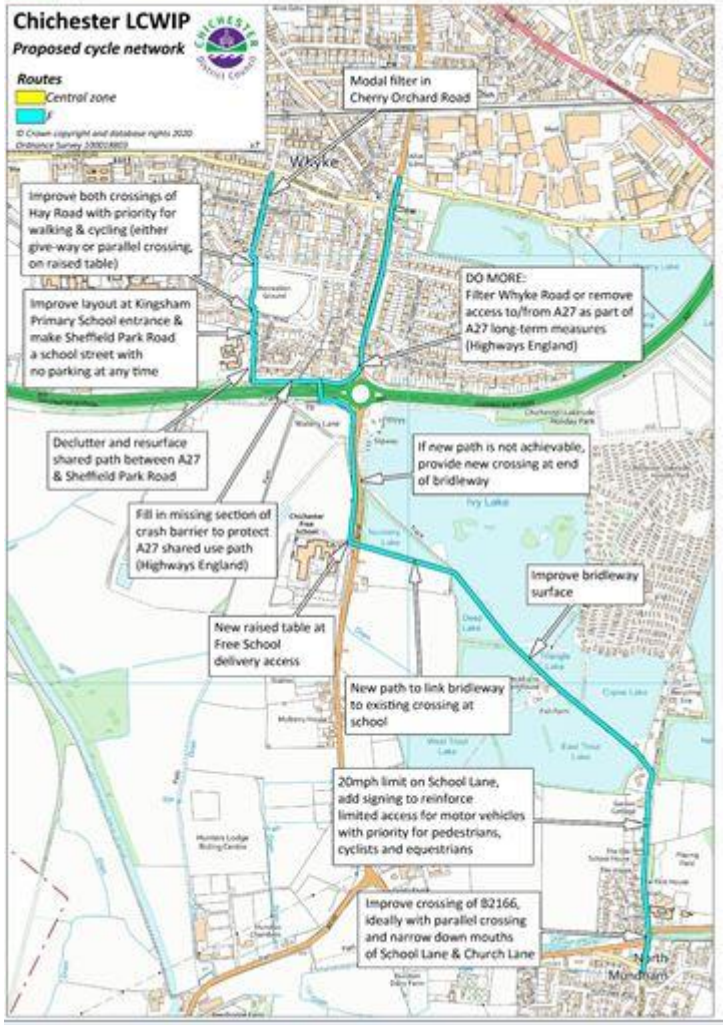
Plan 14. Proposed Interventions – Route E



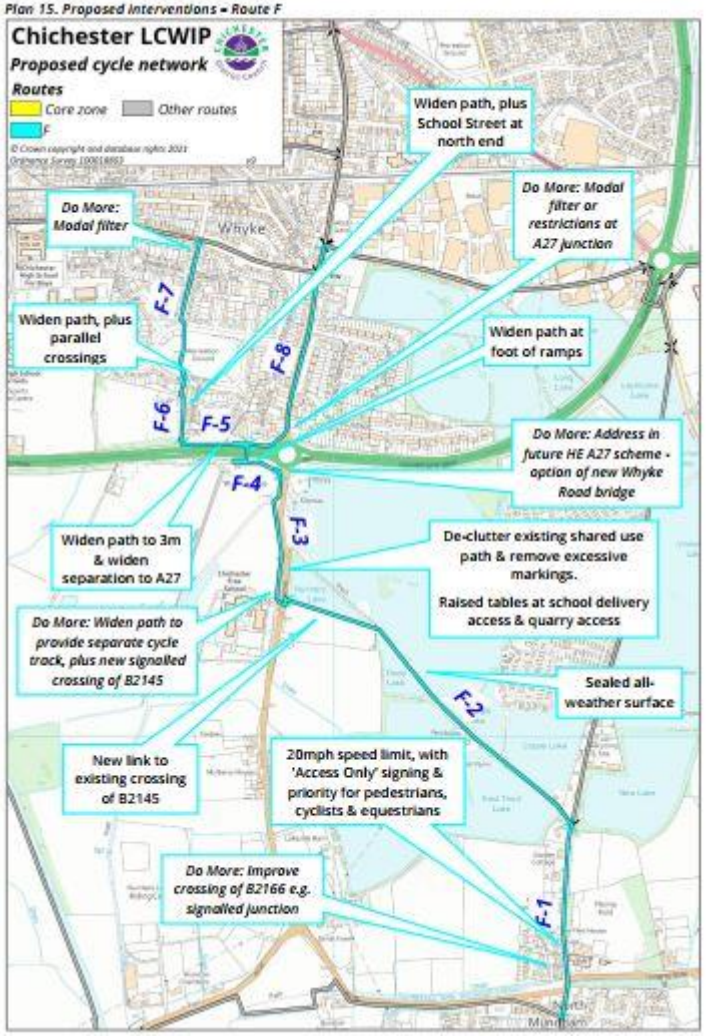
Plan 14. Proposed Interventions – Route E



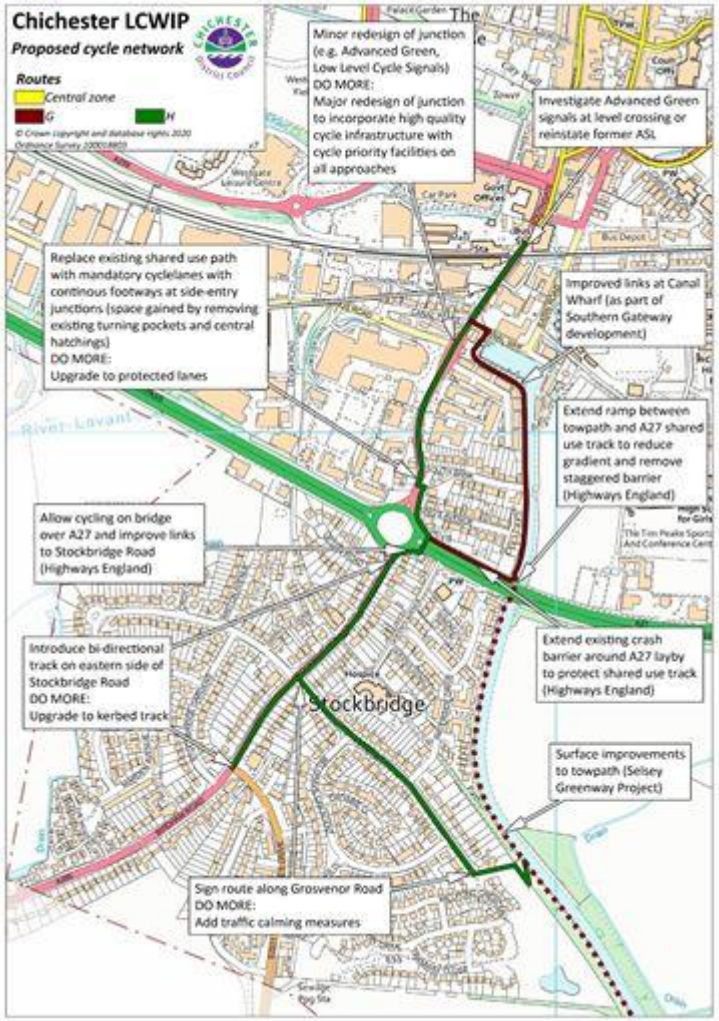
Plan 15. Proposed interventions – Route F



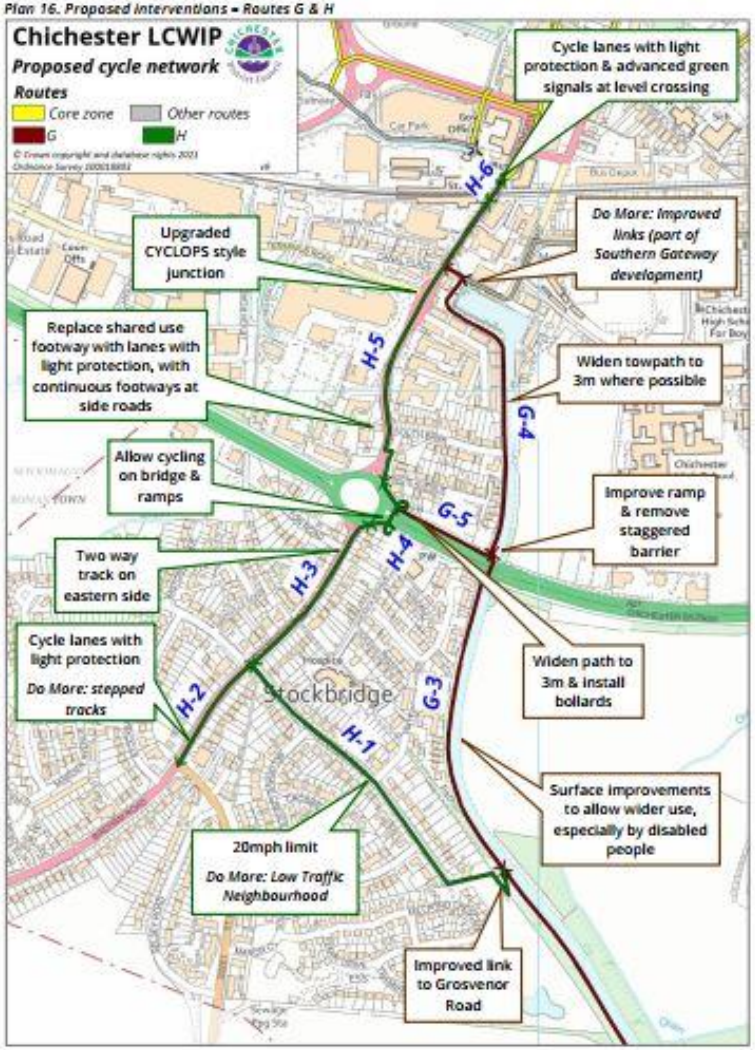
Plan 15. Proposed interventions – Route F



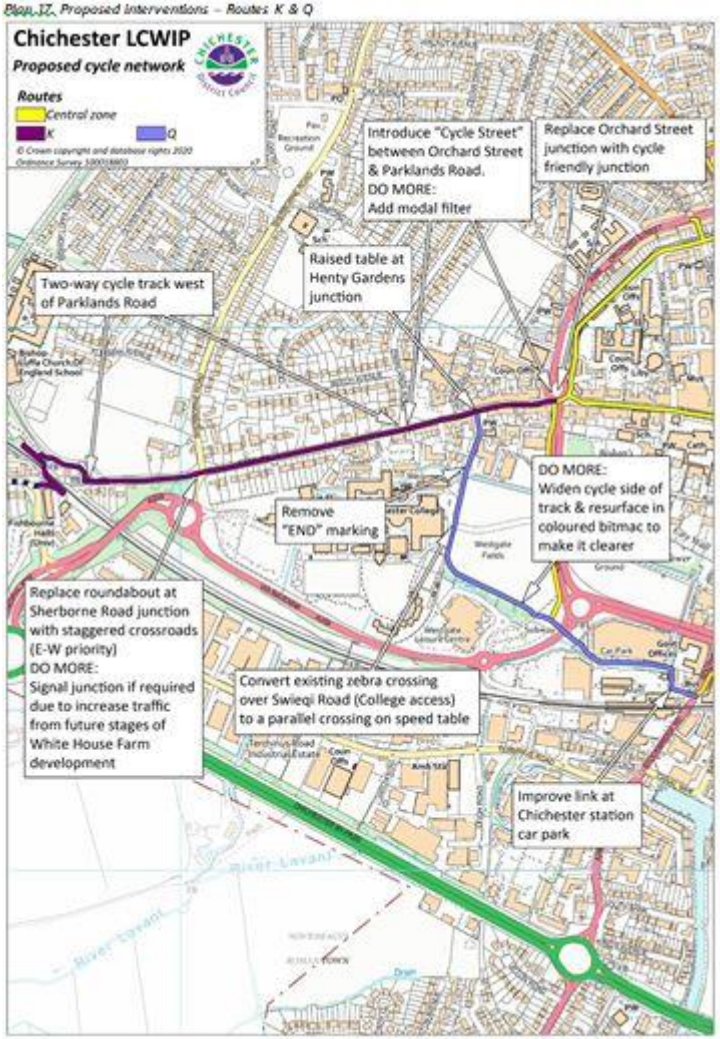
Plan 16. Proposed Interventions – Routes G & H



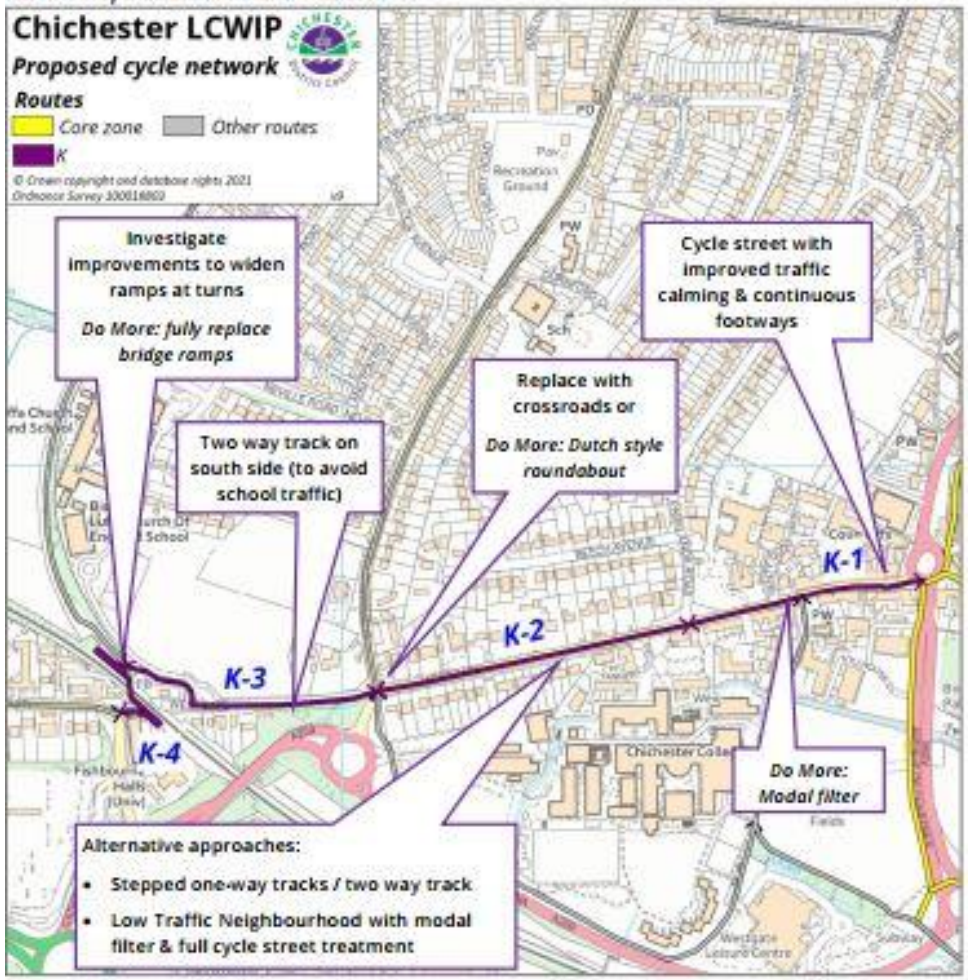
Plan 16. Proposed Interventions – Routes G & H



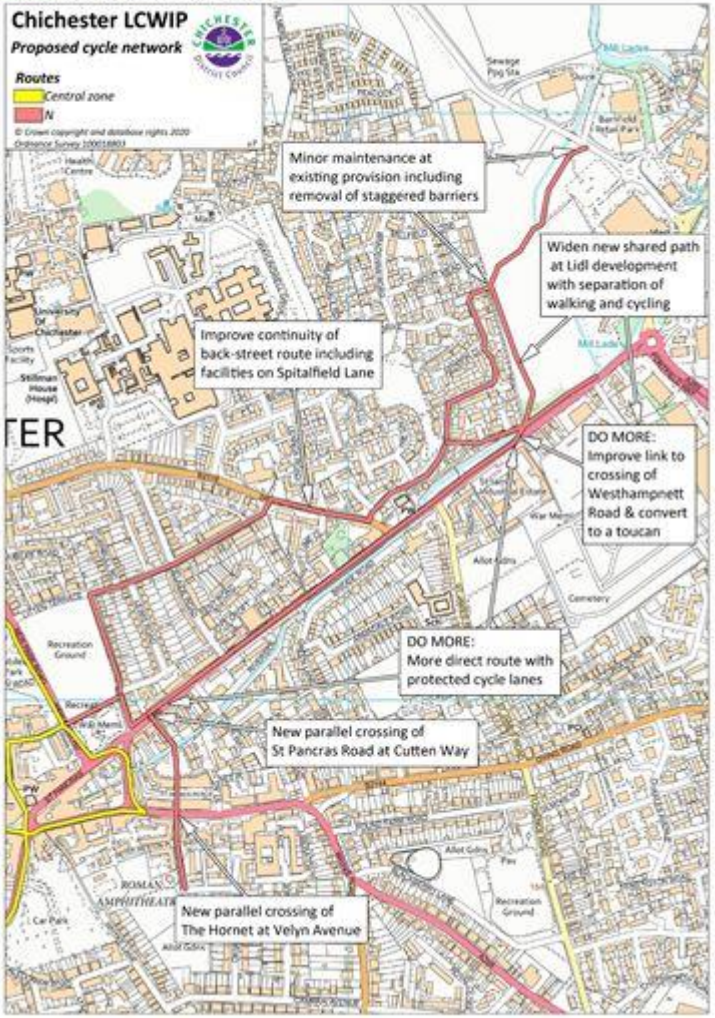
Plan 17. Proposed interventions – Routes K & Q



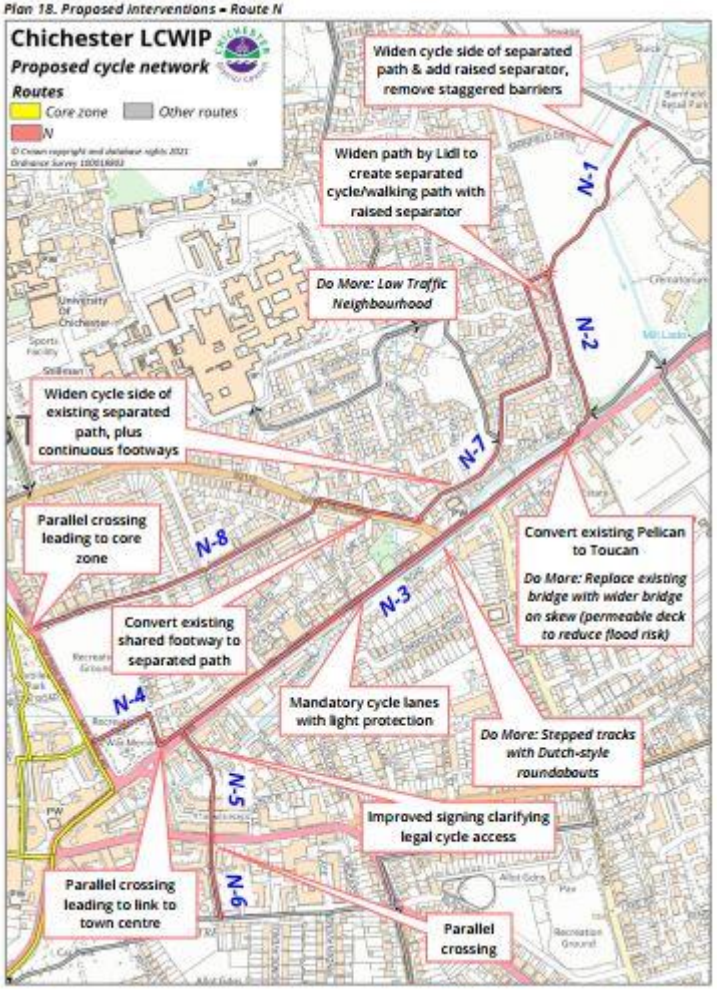
Plan 17. Proposed interventions – Route K



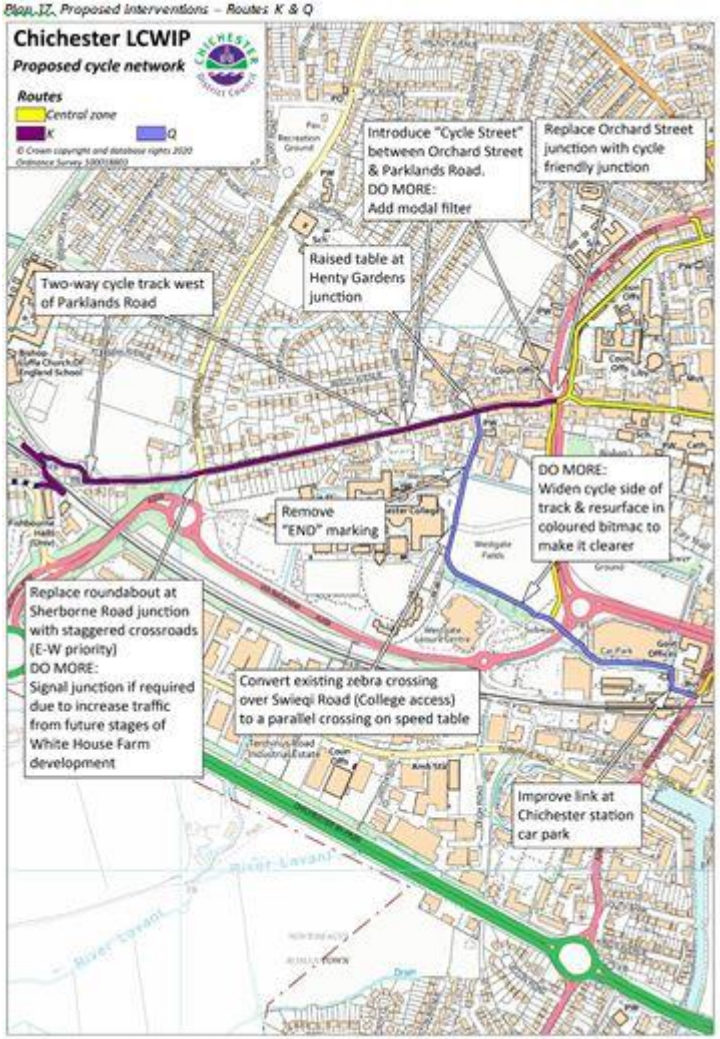
Plan 18. Proposed Interventions – Route N



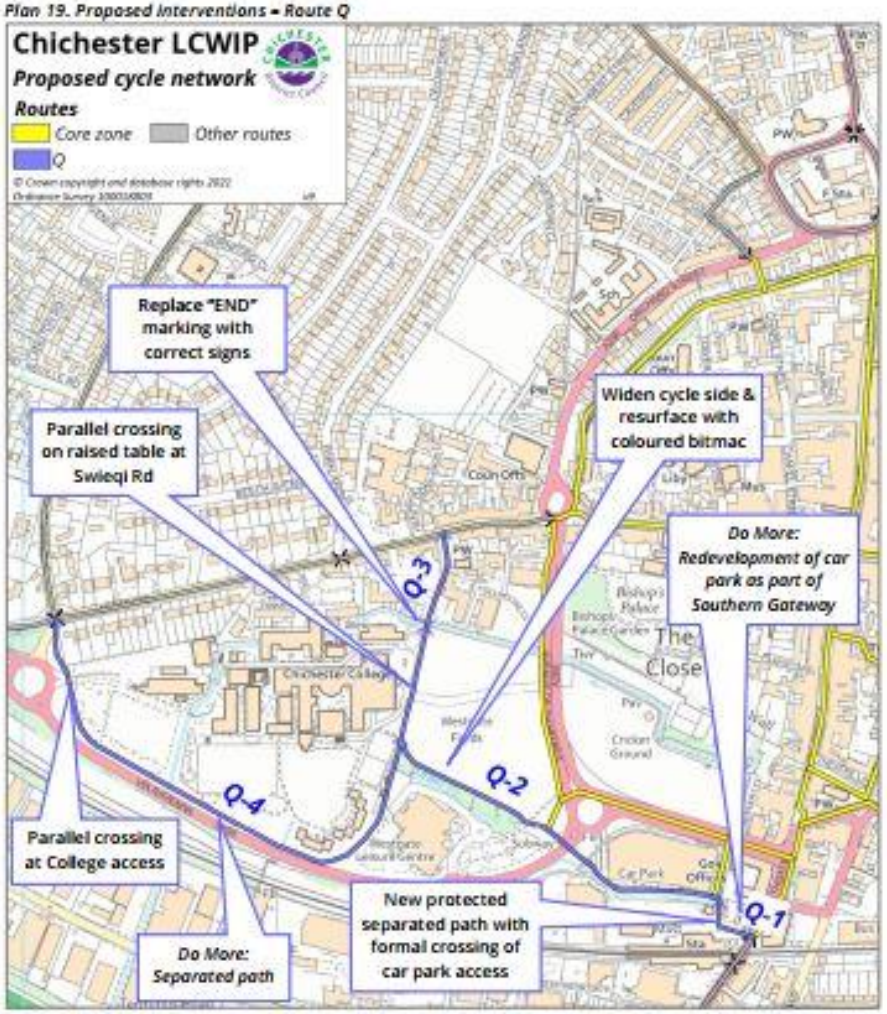
Plan 18. Proposed Interventions – Route N



Plan 17. Proposed Interventions – Routes K & Q



Plan 19. Proposed Interventions – Route Q



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Notice of the Making of an Urgent Decision

Para 1 of the second sub-section of section 3 in Part 3 of Chichester District Council's *Constitution* provides for any senior officer to make urgent decisions following consultation with the Leader or Deputy Leader of the Council and the Chairman of the Overview and Scrutiny Committee on any matters where it is not practicable to refer these to a meeting of the Council, the Cabinet or other committee provided that a full report on any decisions taken shall subsequently be made.

A decision of this nature has been made as set out below:

Decision title	To approve an amendment to the Council Tax Reduction scheme for 2021/22 following the Budget announcements on 3 March 2021
Decision taker	Kerry Standing
Decision consultees	Eileen Lintill – Leader Adrian Moss - Chairman of the Overview and Scrutiny Committee Peter Wilding – Cabinet Member for Finance, Corporate Services, Revenues, Benefits and Customer Services
Decision date	5 March 2021
Decision details	As a direct consequence of the Chancellor's Budget announcement on 3 March 2021 a change to the Council's Council Tax Reduction (CTR) scheme is needed to reflect the £20 per week uplift in Universal Credit for 6 months up to 30 September 2021. The CTR scheme for 2021/22 has already been approved by Full Council. Therefore an urgent decision is needed to make this change to the CTR scheme. There is no financial impact to the Council by doing this. By applying this change to the CTR scheme it enables residents to retain the same level of CTR they would have received without the £20 per week Universal Credit uplift.
Reason for urgency	Coronavirus pandemic
Name and date of the meeting to receive a full report	A full report is not required but the decision will be reported to the next available Cabinet and Council meetings.

Louise Rudziak
Director of Housing and Communities
6 April 2021

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