

A259 Chichester to Emsworth walking and cycling improvements

Engagement report

11 November 2021

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Executive Summary

National Highways is proposing to improve walking and cycling facilities along the A259 between Chichester and Emsworth, by providing a coherent and safe route for pedestrians and cyclists. Currently, despite being a signed and designated cycle route, the NCN Route 2 is formed of narrow cycle lanes and shared use paths, poor cycle design and abrupt gaps within the cycle infrastructure.

The proposals for the A259 route seek to improve the safety of cyclists and pedestrians, whilst maintaining the A259's function as a strategic diversion route for the A27.

This project forms part of National Highways' Designated Funds programme which supports initiatives that deliver lasting benefits for road users, the environment and communities across England.

Two engagement exercises have been conducted. The first, started in February and concluded in March 2021, was a method of gauging interest and soliciting feedback to inform the preliminary design. This engagement was targeted towards key stakeholder groups and organisations and consisted of two workshops and an initial online questionnaire along with an information pack distributed to the stakeholder groups.

201 responses were recorded for this questionnaire.

Initial engagement – Key findings

The top 3 existing issues and constraints on the A259:

- Width of cycleway
- Quality and condition of cycleway
- Width of road

The top 3 key project objectives:

- Improving safety for all
- Encouraging cycling and walking including for vulnerable road users
- Enabling movement across the area

Overall, respondents felt that the proposals (as discussed in February - March) would not encourage more cycling and walking. Respondents also didn't agree that the proposals would improve safety for cyclists, pedestrians, or vulnerable road users.

The comments and suggestions proposed by respondents were considered as part of the process to refine the preliminary design.

The second, more comprehensive, wider engagement took place between 22 July – 23 September 2021 and reached out to the wider public for comment. A package of consultation materials including a consultation web page, maps and plans showcasing the proposals, presentations and stakeholder emails, was developed to be accessible and to convey the necessary technical detail in order for stakeholders to make an informed response.

Numerous methods were employed to promote the engagement including press releases, informational posters and leaflets, which were distributed along the route.

Stakeholders, businesses and all members of the public were encouraged to provide feedback via the questionnaire. A total of 472 responses were received via the questionnaire, emails and letters.

Wider engagement - Key survey headlines

Overall, improving safety for cyclists, pedestrians and other road users was identified by 93% of respondents as the most important project objective. Furthermore:

64% of respondents agreed to some extent that the current proposals would improve safety for cyclists.

59% of respondents agreed to some extent that the proposals would encourage more cycling and walking along the route.

The proposals were divided into localised sections and a majority of respondents agreed to some extent with the proposals along each section, ranging from 53% for the Emsworth-Southbourne section to 61% for the Bosham-Fishbourne section.

- Emsworth to Southbourne: 53%
- Southbourne to Nutbourne: 60%
- Nutbourne to Bosham: 60%
- Entering Bosham: 60%
- Bosham to Fishbourne: 61%
- Entering Fishbourne: 58%
- Fishbourne to Chichester: 59%

In comparison, the number of respondents that disagreed to some extent with the proposals along each section, ranged from 29% for a number of the proposed sections to 38% for the Emsworth to Southbourne section.

- Emsworth to Southbourne: 38%
- Southbourne to Nutbourne: 32%
- Nutbourne to Bosham: 29%
- Entering Bosham: 29%
- Bosham to Fishbourne: 29%
- Entering Fishbourne: 33%
- Fishbourne to Chichester: 30%

The key concern shared by respondents in both the questionnaire free text and other written responses was the need for separate spaces for pedestrians and cyclists. This concern amounted to 13% of all coded comments.

1. Introduction

Background and context

National Highways has worked in partnership with West Sussex County Council (WSCC) to develop proposals for an upgraded route for cyclists and pedestrians between Emsworth and Chichester along the A259. This project forms part of National Highways' Designated Funds programme which supports initiatives that deliver lasting benefits for road users, the environment, and communities across England.

Designated Funds are separate to National Highways' core work of operating, maintaining, and improving National Highways' strategic road network. They provide ring fenced funding which is used to invest in and support relevant initiatives that deliver lasting benefits for road users, the environment and communities across England. The fund has a dedicated website which can be found at <https://highwaysengland.co.uk/designated-funds/>. Subject to the outcome of this engagement, relevant local authorities would also be making a financial contribution towards the improvements.

There is an existing cycle route between Chichester and Emsworth which forms part of the National Cycle Network Route 2 (NCN2). It attracts leisure cyclists as well as higher than average flows of commuter cycling to and from the historic city of Chichester. The route has a mix of on-road and off-road provision and connects to several stations on the Chichester to Havant railway line, including Fishbourne, Bosham and Nutbourne.

Despite being a signed designated cycle route, this section of NCN2 lacks consistency and suffers from narrow shared use paths, poor cycle design with risk of 'dooring', and abrupt ends to the cycle lane in sections, with no onward provision.

This A259 route is a high priority corridor for West Sussex County Council (WSCC). The area to the west of Chichester has been identified as an area for strategic development. A high-quality, sustainable travel route is required to meet the needs of existing residents and support future population growth.

Purpose of engagement

Communications and engagement are central to delivering a feasible preliminary design which fully considers the needs of cyclists, the local community and wider plans for the area. Stakeholder engagement has been important in understanding different interests, needs and priorities, and has helped in developing the current preliminary design proposals.

Our approach to engagement included an initial exercise utilising interactive online workshops, combined with a short questionnaire, with a variety of stakeholders, including those with a strategic interest in the scheme, as well as cycling and road user groups. Results of this exercise were used to refine the preliminary designs before returning with a more comprehensive questionnaire which was more widely publicised to ensure the wider community was reached and given the opportunity to comment.

This report sets out a summary of the feedback received as part of these engagements which started in February and concluded in March (Part 1) and again from 22 July – 23 September 2021 (Part 2) respectively.

As well as presenting the feedback received during both the engagement periods, the report also sets out National Highway's and West Sussex County Council's joint responses to the key themes that emerged from the public engagement over the Summer.

Part 1: Initial engagement

Workshop details

Two workshops were held with stakeholders before the completion of the preliminary designs of the cycle route. These workshops focused on:

- Providing an explanation of how the project has so far progressed, particularly with regards to feasibility outputs and how these have been considered in light of LTN 1/20 (Local transport note 1/20 provides guidance to local authorities on delivering high quality, cycle infrastructure)
- Presenting outline solutions to stakeholders across different sections of the route
- Discussing with stakeholders the constraints and opportunities across the route which have influenced the proposed solutions
- Understanding stakeholder concerns, interests and views to feed these into the preliminary designs.

The two workshops presented the same content and format but were targeted at two different audiences to be able to encourage meaningful discussion and input. The two stakeholder workshops were:

- Workshop for strategic interest groups – including local authorities, business groups, emergency services, and freight associations.
- Workshop for cycling and road user groups – including local cycling groups, transport operators and accessibility groups.

The workshops were held online via Microsoft Teams, on 4th and 5th of February 2021. A list of the workshop invitees is included in Appendix A.1.

In order to facilitate the discussions, an online tool called Mentimeter was used. This tool allows live voting and instant display of inputs. Mentimeter was used to enable discussions across different topics and issues. The outputs and discussions of both workshops are presented below.

Initial questionnaire

To provide an opportunity to communities to provide their inputs into the proposals, a pack of information materials, including a set of presentation slides and a factsheet were shared with community representatives, who were encouraged to promote it to anyone with an interest in the project to share their views. The pack also included a link to an online survey for people to provide their feedback.

The presentation slides provided information on:

- Purpose and intentions of the project
- How the project has so far progressed, particularly with regards to feasibility outputs and how these have been considered in light of LTN 1/20
- Outline solutions to stakeholders across different sections of the route

The questionnaire presented the opportunity for respondents to share their concerns, interests and views. All of these were fed into the preliminary designs.

The questionnaire was available to the public from the 9 March 2021 until the 19 March 2021.

All engagement materials, including the questionnaire, full analysis and list of comments, can be found in Appendix A.2.

Analysis summary

A total of 201 responses were received via this online questionnaire. The questionnaire consisted of open (free text) and closed (tick-box) questions. The responses received were analysed to determine the key themes and issues arising, which are summarised in the following sections.

Open responses are required to go through a coding process, whereby a single statement in a comment box is turned into a set of a codes which are grouped by theme. This analysis enabled us to identify key and recurring themes.

Please note that percentages, where included, have been rounded to the nearest whole percentage point and, as such, totals may not always equal 100. Furthermore, percentages are based on the total number of respondents who answered that particular question (the base is shown as 'n' below each figure/table).

We have summarised the key findings pertaining to feedback on the proposals below. The full analysis can be viewed in Appendix A.4.

Existing constraints

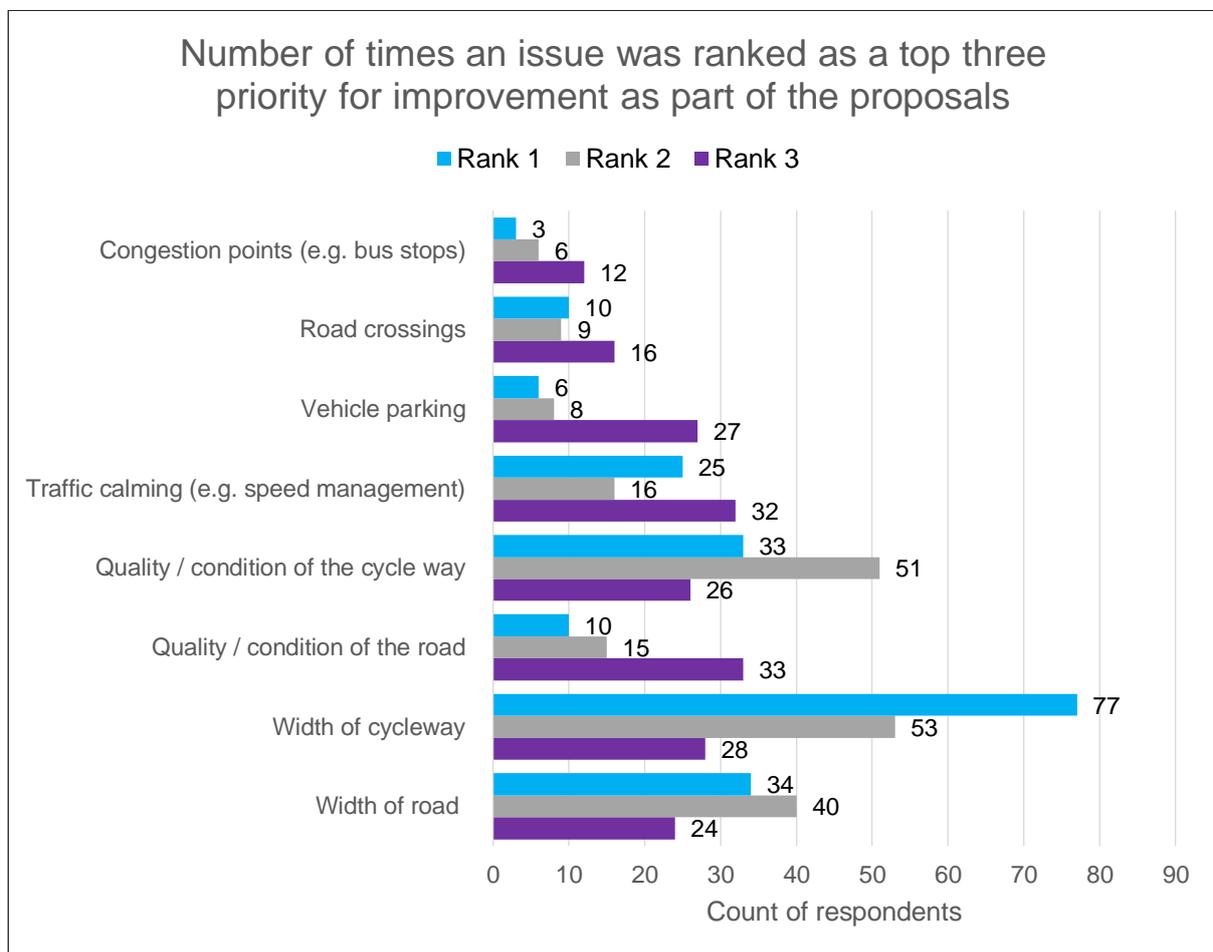
Question 9 asked respondents to rank a list of existing issues and constraints on the A259 in order of importance for improvement as part of the proposals, where 1 was most important for consideration, and 9 was least important. The existing issues and constraints listed are listed below:

- Width of road
- Width of cycleway
- Quality / condition of the road
- Quality / condition of the cycle way
- Traffic calming (e.g. speed management)
- Vehicle parking
- Road crossings
- Congestion points (e.g. bus stops)

Figure 1-1 highlights the number of times each of those issues was ranked as a top 3 priority. Width of cycleway was ranked as a top priority, with a total of 158 respondents marking this either as a first, second or third priority. 77 respondents marked this as their highest priority. It was also placed as a second priority by 53 respondents and as a third priority by 28 respondents.

The quality and condition of the cycle way broadly came out as second priority, with a total of 110 respondents selecting this as either a first, second or third priority. The width of the road was selected as either a first, second or third priority by 98 respondents in total.

Figure 1-1- Number of times an issue was ranked as a top three priority for improvement as part of the proposals



Project objectives

Through Question 10, respondents were able to select how important / not important they felt each of the project objectives to be (see Figure 1-2 to Figure 1-6). There was broad consensus that 'encouraging walking and cycling', 'improving safety' and 'enabling movement across the area' are considered important or very important.

Respondents attributed the highest importance to improving safety for all, with 193 respondents seeing this as very important or important (very important 162; important 31).

Encouraging cycling and walking, including for vulnerable road users closely followed, with 187 respondents seeing this as very important or important (very important 153; important 34).

Maintaining the A259 corridor as a local A road was seen to be very important or important by the lowest proportion of respondents (very important 51; important 43), with 92 respondents marking this as either low or not important.

Figure 1-2 - Encouraging cycling and walking, including for vulnerable road users

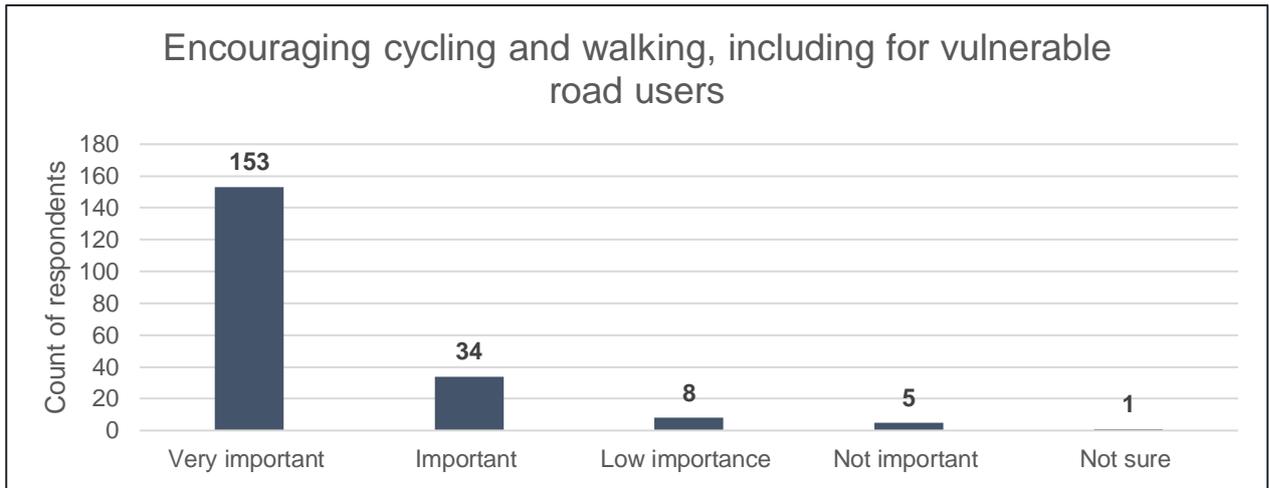


Figure 1-3 - Improving safety for all road users

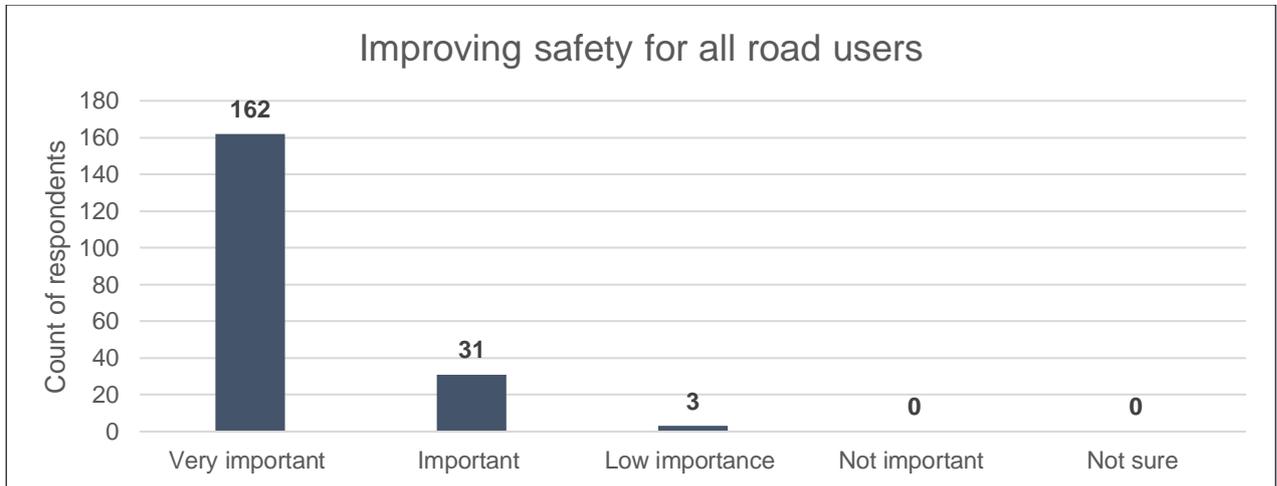


Figure 1-4 - Enabling movement across the area

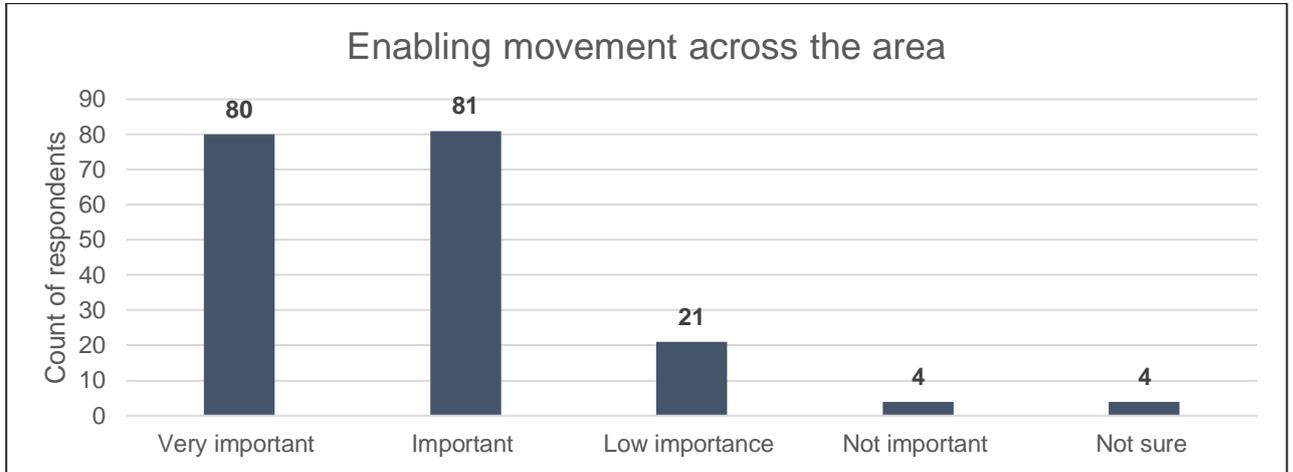


Figure 1-5 - Creating a smoother, smarter, more sustainable road network

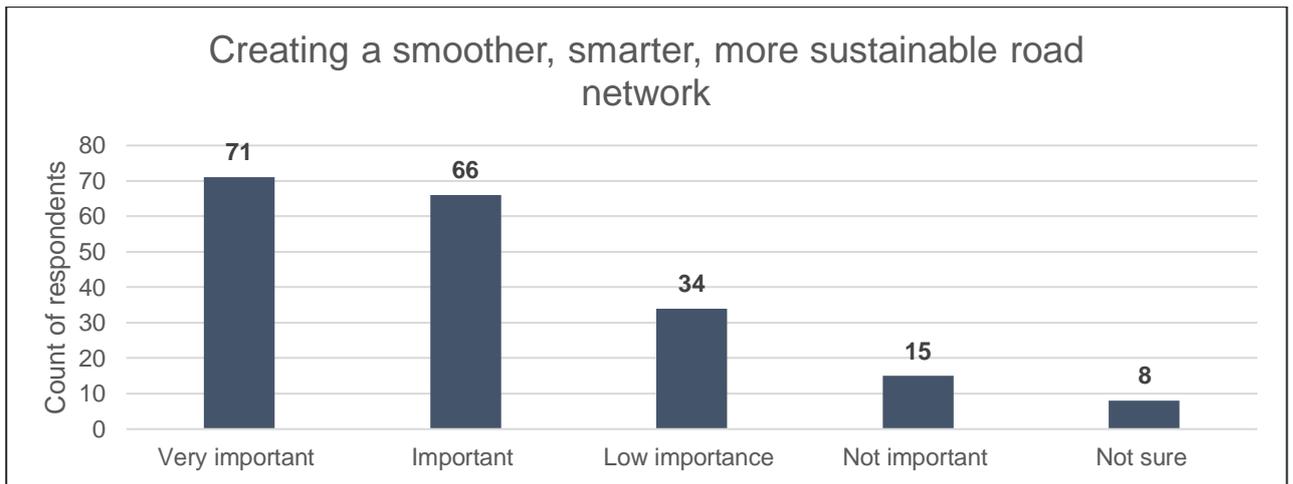
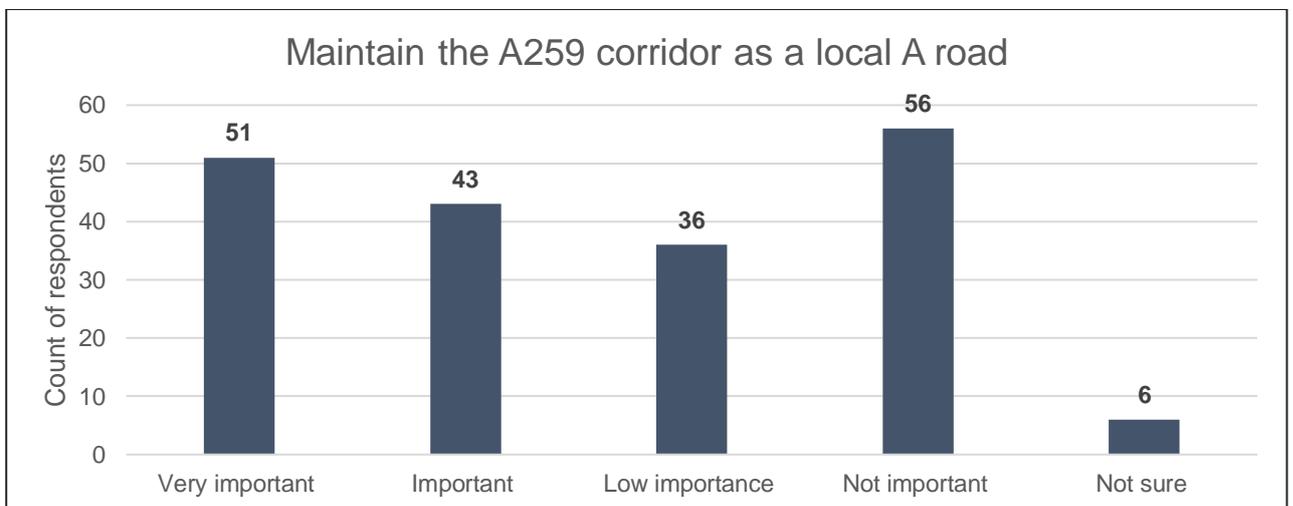
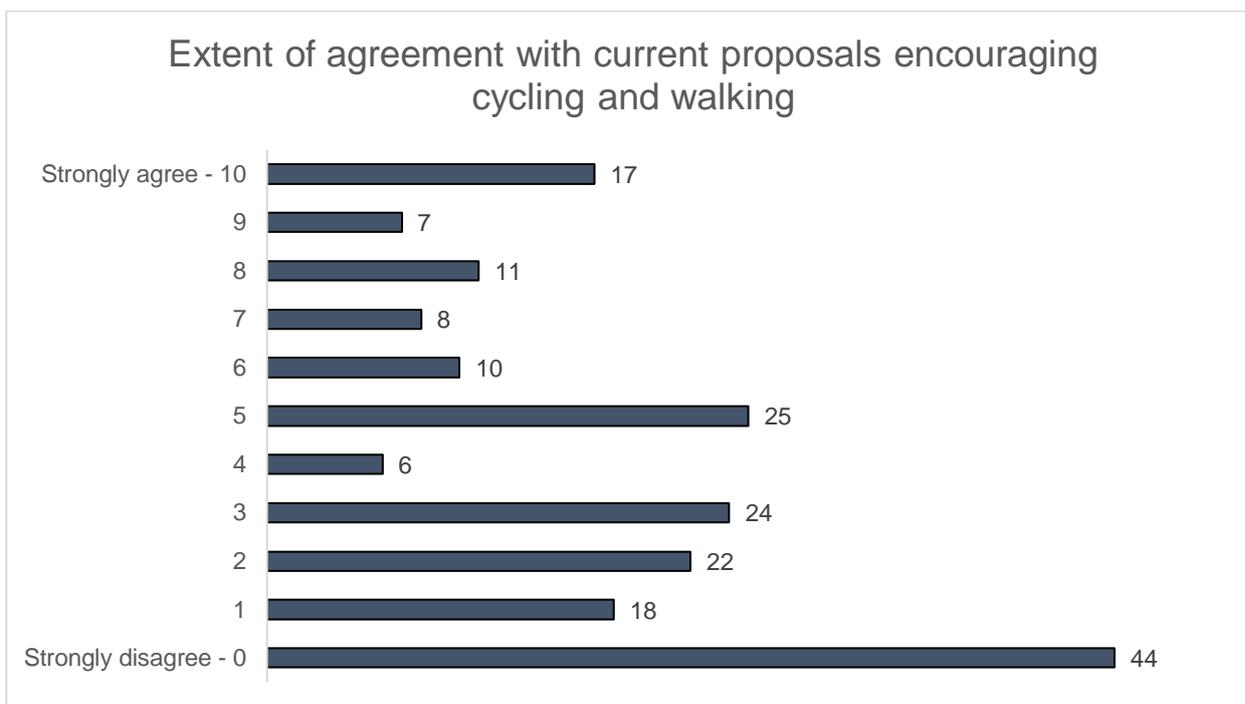


Figure 1-6 - Maintain the A259 corridor as a local A road



Question 11 asked respondents whether they agreed or disagreed that the current proposals would encourage more cycling and walking along the route. As can be seen in Figure 1-7 below respondents think that the current proposals would not encourage more cycling and walking, with 44 respondents strongly disagreeing.

Figure 1-7 - Extent of agreement with current proposals encouraging cycling and walking



Question 12 asked respondents whether they agreed or disagreed that the proposals would improve safety for cyclists, pedestrians, vulnerable users and other road users. Overall, there were mixed views, with more than 99 respondents disagreeing or strongly disagreeing that the proposals would improve safety for cyclists, pedestrians or vulnerable road users. For other road users, 95 respondents were not sure if proposals would improve safety (see Figure 1-8 to Figure 1-11).

Figure 1-8 - Extent of agreement with proposals improving safety for cyclists

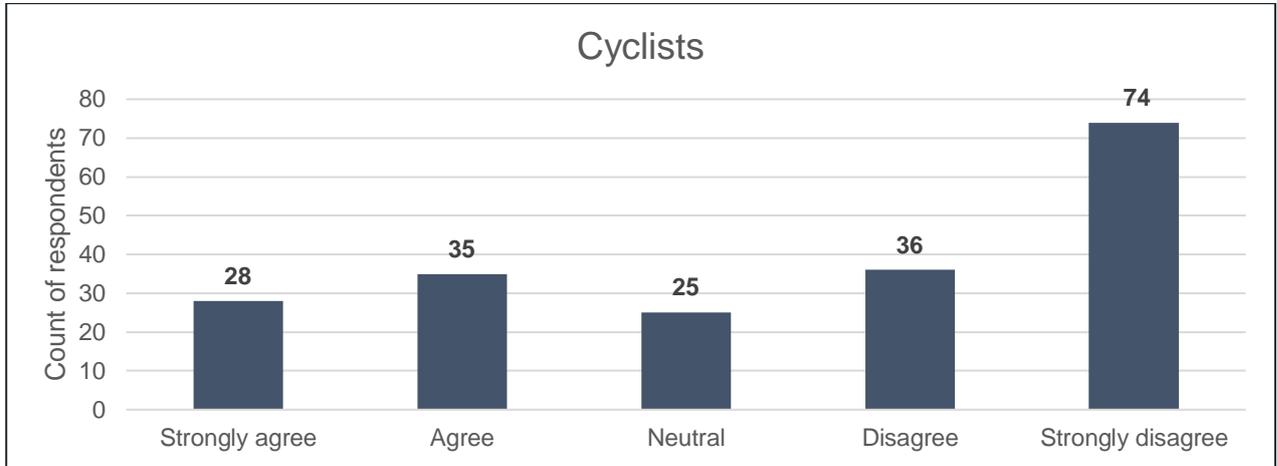


Figure 1-9 - Extent of agreement with proposals improving safety for pedestrians

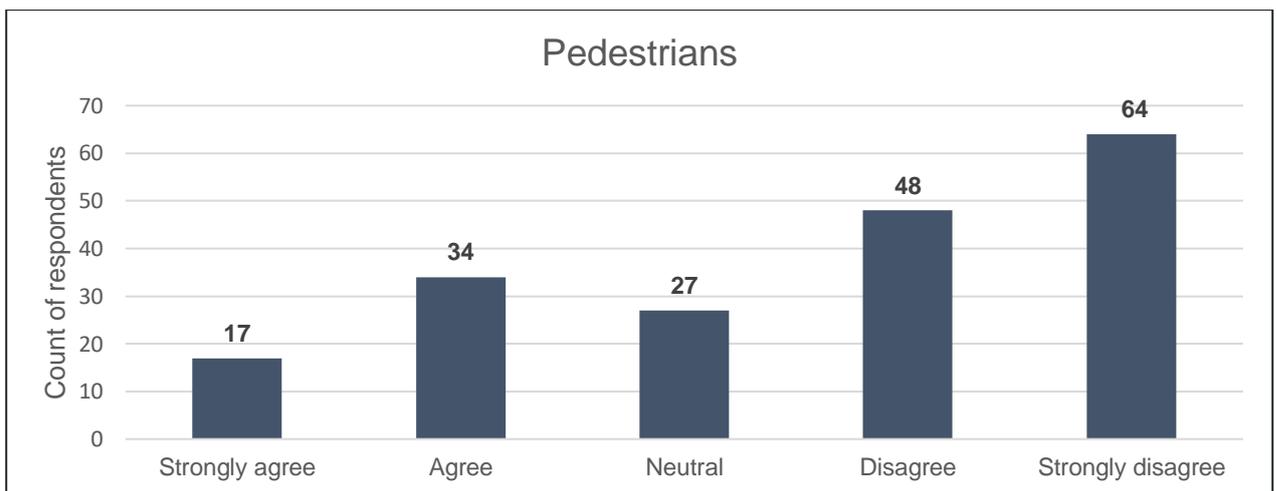


Figure 1-10 - Extent of agreement with proposals improving safety for vulnerable road users

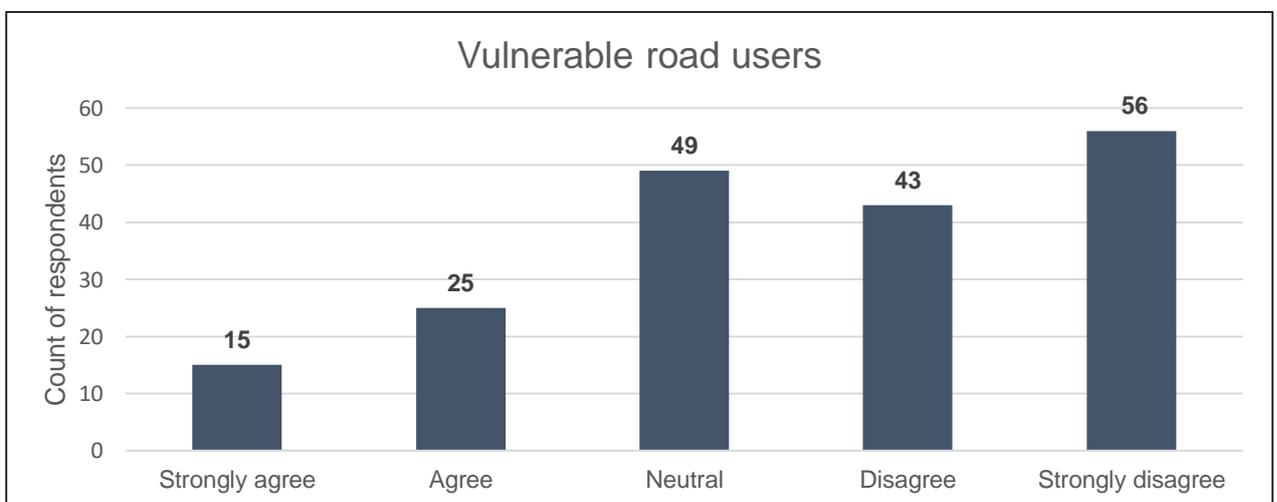
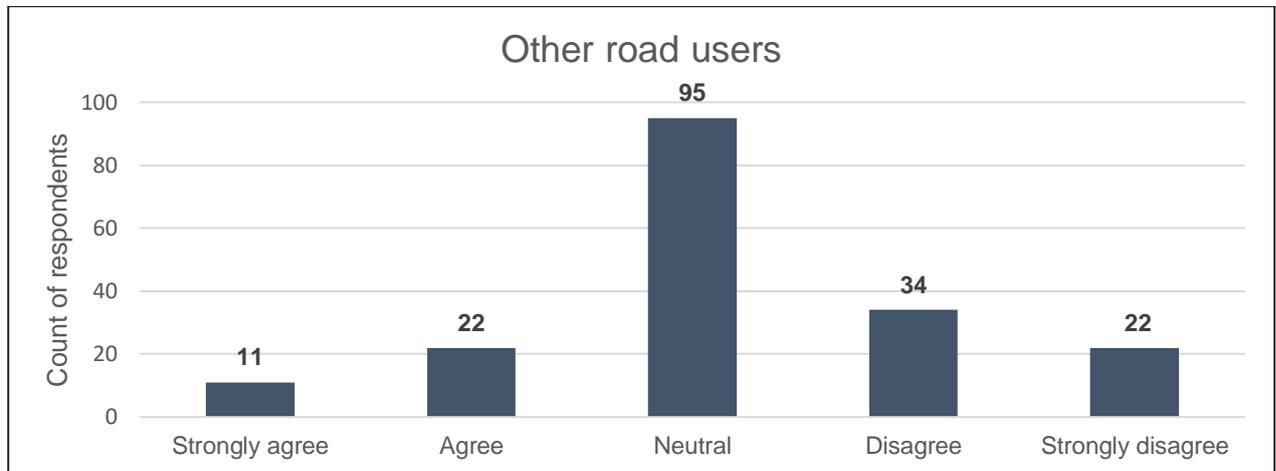


Figure 1-11 - Extent of agreement with proposals improving safety for other road users



Prioritisation

Question 13 asked respondents if there were any areas of the A259 between Chichester and Emsworth that should be prioritised. All areas were broadly marked as priority for improvement by over 62% of respondents.

Opportunities and challenges to consider

Question 14 asked respondents to share their thoughts on the biggest opportunities and challenges that should be considered as part of the proposals.

The shared use path was suggested as the biggest challenge, with an emphasis on the need for segregation, including between pedestrians and cyclists.

- *'For pedestrians and cyclists to be safe they should have separate lanes.'*
- *'[Pedestrians should] have a separate path'*
- *'However there are too many sections that will not be safe and areas where the cycle track is not segregated'*

Respondents also highlighted a challenge with space, as many houses open on the pavement and roads are narrow.

- *'Narrowness of road in places due to pinch points caused by existing buildings.'*
- *'There are a few pinch points that need sorting out'*

Respondents highlighted the need to provide a continuous, safe route and connectivity into the city as one of the biggest opportunities that should be considered as part of the proposals.

- *'The biggest opportunity is the chance to create a linked, safe cycle route from Newhaven to Portsmouth and beyond.'*
- *'Making a continuous cycle path'*
- *'Having a cycle path that is continuous like the road and doesn't stop start on pavements.'*

Another challenge mentioned by respondents was keeping all road users safe, including cyclists and pedestrians.

- *'Cannot understand how cyclists and pedestrians using the same path is safe'*
- *'Safety is the biggest challenge.'*

Another opportunity suggested by respondents was the need to encourage cycling and walking / sustainable travel.

- *'encouraging more cyclists and pedestrians instead of always driving to locations within this project area'*
- *'We need to encourage much better infrastructure for cycling.'*

A full table of themes raised as part of the questionnaire feedback to Question 14, and the number of times they were mentioned by respondents can be found in Appendix A.3.1.

Additional comments

Question 15 asked respondents to share any additional comments about the proposals for the A259 Chichester to Emsworth Non-Motorised User Route.

Respondents highlighted concerns with the proposals and with the shared use path.

- *'Emsworth to Chichester on the proposed route seems to be more dangerous than the current.'*
- *'The arguments for a shared-use path are weak'*

Respondents also noted concerns with safety in general, for pedestrians and cyclists.

- *'...making people more likely to serious injury or worse.'*
- *'not safe or appropriate as they put cyclists and pedestrians in conflict.'*

Respondents emphasised the need to follow regulations and guidance available (LTN 1/20).

- *'The WSP proposal fails LTN1/20 in numerous places.'*
- *'...and is completely contrary to both what the Government requires in their Gear Change document, and what is set out in in the design manual LTN 1/20.'*

Support for the proposals was expressed by respondents.

- *'Get on with it..'*
- *'Good luck! I appreciate the attempt to make the road safer for cyclists.'*

Respondents also highlighted the need for segregation, especially between pedestrians and cyclists.

- *'Cyclists and pedestrians must be segregated.'*
- *'Two-way cycle paths shared with pedestrians is unsafe and will deter cycling and walking'*

A full table of themes raised as part of the questionnaire feedback to Question 15, and the number of times they were mentioned by respondents can be found in Appendix A.3.2.

Part 2: Wider engagement

Purpose of engagement

The initial engagement with key stakeholders was planned to gauge interest and inform the development of the design.

As a result of the feedback received from the initial engagement the proposal design was further refined. National Highways and West Sussex County Council then embarked on further public engagement featuring these proposals to ensure all in the community were reached and given the opportunity to comment.

The engagement responses regarding the walking and cycling improvements proposed for the length of the A259 will assist National Highways and West Sussex County Council in determining the next steps for the project.

About the proposals

The existing route between Chichester and Emsworth forms part of the National Cycle Network (NCN) Route 2. The route, which comprises a mix of on and off-road cycle provision, connects to several rail stations on the Chichester to Havant railway line.

The proposals are designed to provide a coherent and safe route for pedestrians and cyclists. Currently, despite being a signed and designated cycle route, the NCN Route 2 is formed of narrow shared use paths, poor cycle design and abrupt gaps within the cycle infrastructure.

The proposals for the A259 route seek to improve the safety of cyclists and pedestrians, whilst also maintaining the A259's function as a strategic diversion route for the A27.

The provision of segregated on-carriageway lanes, which would be the ideal option, has been extensively considered but is not always possible to achieve due to a lack of carriageway space. Where this is the case, shared-use paths have been proposed as provision of narrow lanes would not be an inclusive design (too narrow for adapted bikes, trikes, cargo bikes, trailers etc.). LTN 1/20 allows for shared cycleway footways where it is not possible to provide fully segregated facilities, and where fewer than 300 pedestrians per hour are expected. The specific objectives of the improvements are to:

- Improve safety for cyclists, pedestrians, and other road users
- Encourage healthy and active modes of travel – in line with the Government's 'Gear Change' vision (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf) for cycling and walking
- Support the West Sussex Walking and Cycling Strategy (<https://www.westsussex.gov.uk/about-the-council/policies-and-reports/roads-and-travel-policy-and-reports/west-sussex-walking-and-cycling-strategy-2016-2026/>) and Chichester City Local Cycling and Walking Infrastructure Plan (<https://www.chichester.gov.uk/article/23971/Cycle-lanes-and-routes>)
- Maintain the core function of the corridor as a local A road

The length of the A259 Chichester to Emsworth Non-Motorised User Route has been divided into sections and the improvements proposed for each section are detailed below.

Emsworth – Southbourne

Proposals

- Widening of the existing uncontrolled pedestrian crossing on Main Road, at the junction with Lumley Road and Queen Street, to make it safer for pedestrians and enable cyclists to cross
- Improved crossings at side roads with the installation of flush kerbs, tactiles and using desire lines
- A continuous shared use path, for use by both pedestrians and cyclists, between Emsworth and Southbourne along the northern side of the carriageway as shown in the artist's impression below
- Relocation of the existing bus stop adjacent to St John's Church to the east, in order to accommodate the shared use path

Rationale behind the proposal

- Due to the available carriageway and footway space, a shared use path is proposed in this section
- In addition, a shared use path was chosen as pedestrian volumes are low and it enables existing provision to be improved
- On-carriageway cycle lanes have not been proposed along this section due to the safety issues associated with the high vehicle flows of the A259
- Due to the level of infrastructure that would be required to reduce vehicle speeds along this straight section, the introduction of a 20mph zone is not considered feasible

Southbourne – Nutbourne

Proposals

- A combination of segregated cycle track and shared use path along the north side of the carriageway
- Widening of the Stein Road arm of the A259/The Crescent mini roundabout to provide a new 3m wide crossing island
- Provision of a dropped kerb from Stein Road to provide improved access for cyclists onto the A259 Main Road
- A segregated cycle track along the A259, between the junctions with New Road and School Lane. Space for the track would be created by reallocating carriageway space to ensure the footway width is maintained as shown in the artist's impression below
- A shared use path between the junctions of School Lane and Broad Road would be provided by widening the existing footway into the carriageway

Rationale behind the proposal

- Due to the available carriageway and footway space, a segregated cycle track is only possible at the proposed points along this section

- Due to the level of infrastructure that would be required to reduce vehicle speeds along this straight section, the introduction of a 20mph zone is not considered feasible

Nutbourne – Bosham

Proposals

- A combination of segregated cycle track and shared use path along the north side of the carriageway
- A segregated cycle track between the bus stop east of Broad Road and the bus stop west of Drift Lane (350 m) and again east of Drift Lane (370m) before transitioning back to a shared use path west of Cutmill Creek.
- From Cutmill Creek eastwards to the A259/Station Road/Delling Lane roundabout, cyclists would have a choice of shared use path or quiet road routes would be available, as is currently the case. Vegetation clearance from the southern carriageway verge to increase the usable width of the existing shared use path as shown in the artist's impression below
- The track level would be raised to avoid existing surface water flooding issues on the quiet road route
- Reduction in the speed limit from 40mph to 30mph west of Cutmill Creek linking with the proposed 20mph zone within Nutbourne village.

Rationale behind the proposal

- Due to the available carriageway and footway space, a segregated cycle track is only possible at the proposed points along this section
- The route along the southern side of the A259 is retained as an additional route for cyclists
- Due to the nature of the section of route, including relatively few property frontages and high traffic volumes, the speed limit between Cutmill Creek and the approach to the A259 / Station Road / Delling Lane roundabout would be maintained as 60mph.

Bosham – Fishbourne

Proposals

- A combination of new and enhanced shared use path sections along the north side of the carriageway.
- Realignment of the Station Road arm of the A259/Delling Lane/Station Road roundabout enabling cyclists to cross and to increase visibility.
- Signing of the existing quiet route both east and west of the A259/Delling Lane/Station Road roundabout along Old Bridge Road and Penwarden Way.
- The existing shared use path would be cleared of vegetation creep and widened into the grass verge to create a facility typically of 3.5m width
- Removal of signage denoting the shared use path and cycle route via Chequer Lane with a safer route via Walton Lane signed instead
- On the approach to Hillier Garden Centre, removal of the existing mandatory cycle lanes

- Reallocation of carriageway space to extend the existing shared use path eastwards to Fishbourne, linking with the existing Legionary Trail shared use path
- The 40mph/30mph speed limit transition to be moved 400m westwards from its existing location to a point outside the garden centre.
- The existing speed limit transition point proposed to become the gateway to a 20mph zone for Fishbourne village.

Rationale behind the proposal

- Between Chequer Lane and Fishbourne, a shared use path was chosen as pedestrian volumes are low and it enables existing provision to be improved.

Fishbourne – Chichester

Proposals

- Improvements are proposed for both the existing Legionary Trail shared use path routing to the north of the A259 and along the A259 itself to offer alternative route options
- On the A259, the carriageway centreline would be removed within the 20mph zone to encourage lower vehicle speeds
- A new crossing to link the on-carriageway route through the village with the shared use path continuing westwards to Bosham
- Replacement of the right turn lane markings on the Fishbourne Road (West) approach to Salthill Road with surfacing and a physical island to reduce vehicle speeds.
- Widening of the existing footway to connect with Roman Way to improve facilities for pedestrians and cyclists
- Priority to be given to the Freeland Close arm of the A259 junction
- Fishbourne Road East would be retained as a quiet on-carriageway route for cyclists

Rationale behind the proposal

- Due to available carriageway and footway space, a shared use path and improvements to quiet road links are proposed in this section

Existing traffic flows and reduced vehicle speeds due to visual narrowings and a reduced speed limit also makes this section suitable for on road cycling

2. Engagement approach

Overview

The public engagement was initially scheduled to run from 22 July to 09 September 2021. This was extended to 23 September following a number of requests from members of the public in order to provide more time for the school community to respond. The engagement sought views on an upgraded cycling and walking route along the A259 between Chichester and Emsworth.

A package of consultation materials including a consultation web page, maps and plans showcasing the proposals, presentations and stakeholder emails, was developed to be

accessible and to convey the necessary technical detail in order for stakeholders to make an informed response.

Numerous methods were employed to promote the engagement including press releases, informational posters and leaflets, which were distributed along the route.

Stakeholders, businesses and all members of the public were encouraged to provide feedback via the questionnaire. A total of 472 responses were received via the questionnaire, emails and letters.

The engagement responses regarding the walking and cycling improvements proposed for the length of the A259 will assist National Highways and West Sussex County Council in determining the next steps for the project.

Engagement page

The engagement web page was hosted on West Sussex County Council's Engagement HQ platform and included information about the proposals, as well as detailed plans for each section. The questionnaire could also be accessed from this page.

All engagement materials were developed in a style to help prospective respondents to understand the proposals and submit informed responses.

Screenshots of the engagement web page can be seen in Appendix B.1.1. The proposed plans for the route can be seen in Appendix B.1.2.

Engagement promotion

A range of activities were undertaken to raise awareness of the engagement exercise, inform people about the proposals and encourage participation in the process.

Posters and postcards

Posters and postcards were developed and distributed to promote the engagement. Postcards were hand delivered to 7100 addresses along the proposed route. 75 A4 posters were shared with Chichester and Southbourne Libraries, as well as Fishbourne, Southbourne, Bosham Parish Councils and Chichester District Council. A copy of the poster can be seen in Appendix B.2.1, a copy of the postcard can be seen in Appendix B.2.2 and the distribution area can be seen in Appendix B.2.3.

Press releases

In total, four press releases were issued as follows:

- Engagement launch – Between 20-24 July both online and print articles were published on the Gov.UK website, West Sussex County Council website, Fishbourne Parish Council website, www.bikebiz.com, www.gotolocal.co.uk and appeared in the Chichester Observer, Bognor Regis Observer, the Midhurst and Petworth Observer and West Sussex Gazette following the 'Chemroute engagement launch' press release.
- Engagement extension – Following the 'Chemroute extension of engagement' press release this article was published in the Chichester Observer, Bognor Regis Observer,

the Midhurst and Petworth Observer and West Sussex Gazette as well as on the West Sussex County Council website.

- Final week – Between 16-18 September following the ‘Chemroute final week of engagement’ press release articles appeared in the Chichester Observer and the Midhurst and Petworth Observer.
- End of engagement – Chichester Observer, the Midhurst and Petworth Observer, www.v2radio.co.uk and www.bikebiz.com published articles following the ‘Chemroute end of engagement’ press release.

Social media

Social media content was posted on National Highways’ regional engagements accounts on Facebook and Twitter (@HighwaysSE) and also retweeted and shared by West Sussex County Council.

Each post directed the audience to the West Sussex County Council’s Engagement HQ platform (<https://yourvoice.westsussex.gov.uk/chichestertoemsworth>)

Facebook – one post in July, two in August and two in September (one highlighting the engagement period extension).

Twitter – two posts in July, four in August and three in September (two highlighting the engagement period extension).

The combined estimated reach of the National Highways social media campaign supporting the engagement was approximately 200,000.

Examples of press releases and social media posts can be seen in Appendix B.2.4.

Obtaining feedback

The main mechanism for obtaining feedback was via a questionnaire, which was available both online and as a hard copy.

The questionnaire contained four sections:

- Section 1 – About you
- Section 2 – About the proposals
- Section 3 – About this engagement
- Section 4 – More about you

A copy of the engagement questionnaire can be found in Appendix B.1.3.

Hard copies of the questionnaire could be requested by following directions on the engagement web page and:

- emailing A27DesignatedFunds@highwaysengland.co.uk
- calling 0300 123 5000
- Next Generation Text (NGT) texting app on 18001 0300 123 5000

Responses were also accepted via letter and email.

Webinars

Two public webinars were held on Microsoft Teams on 16 August and 3 September 2021 between 18:00 – 19:00. All interested members of the public were able to request an invitation to join these. Both webinars followed the same format and presented identical material. There was also a question-and-answer session after each presentation. The main questions and our responses were captured and sent out to all attendees as an attachment after the event. The presentation and Q&A document can be viewed in Appendix B.4.

Further online meetings were also held with members of the Chichester & District Cycle Forum and with West Sussex County Councillor and Cabinet Member for Highways and Transport, Joy Dennis.

Response analysis methodology

The engagement exercise generated a significant amount of data, received primarily through the online questionnaire.

The online questionnaire was hosted on Engagement HQ and online responses were processed directly through this portal. Microsoft Excel and GIS mapping software were both used to analyse the data, with the results of this analysis presented in the series of charts, tables and maps which follow in subsequent sections.

The questionnaire contained one open question inviting free-text responses. Such data is complex to analyse and interpret but can provide valuable additional insight into respondents' opinions.

The free-text responses required further processing, or 'coding', whereby statements within comment boxes are translated into a series of numeric codes, to identify common themes and enable the categorisation of the comments. These codes were then analysed quantitatively to identify the most frequently recurring areas of comment.

A code frame is a list of the codes which represent the different themes and areas of comment raised by respondents. This is created by reviewing a large sample of the responses and identifying common themes and areas of comment, each of which is given a unique number. The code frame for this engagement underwent a series of reviews during the analysis to ensure that any new codes that emerged in the data were incorporated. The coding of responses was subject to a series of quality assurance checks to ensure consistency and accuracy throughout the process.

3. Overview of respondents

This section of the report confirms the total number of responses received during the engagement and sets out more information about the respondents and the engagement, including demographic analysis of the answers to Section 1 (About you), Section 3 (About this engagement) and Section 4 (More about you) within the questionnaire.

Please note that percentages have been rounded to the nearest whole percentage number and, as such, totals may not equal exactly 100. Furthermore, percentages are based on the

total number of respondents who answered that particular question (the base is shown as 'n' below each figure/table).

Number of respondents

The engagement generated a total of 472 responses, with the breakdown being shown in Table 3-1.

Table 3-1– Breakdown of responses

Response method	Number of responses
Online questionnaire	436
Hard copy questionnaire	2
Email	32
Letter	1
Call	1

One organisation submitted both an email response and a letter response, having the same contents. To avoid inadvertent distortion of the results, only the email response was considered, and the letter has not been included towards the total number of responses.

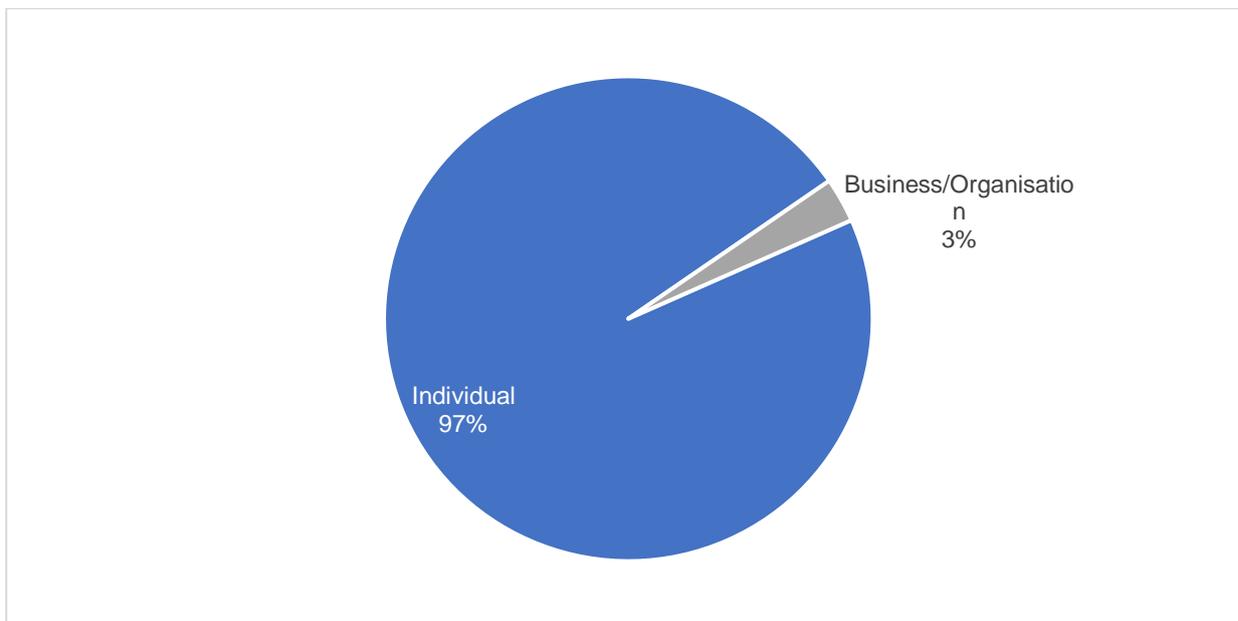
The two hard copy questionnaires received have been analysed alongside the online questionnaire submissions.

About the respondents

The first question within Section 1 (About you) asked respondents to select from the capacity in which they were responding to the engagement. All respondents provided an answer to this question and the full details can be seen in Figure 3-1.

The majority of respondents, 97% (425 respondents), indicated that they were responding as an individual with 3% (13 respondents) indicating that they were responding on behalf of a business or organisation.

Figure 3-1 – Type of respondent



Base: all who provided a response (*n*:438)

The next question asked the individual respondents to provide their names. Out of 425 respondents, 408 provided their name, however details will not be included in this report.

Question 3 asked respondents replying on behalf of a business or organisation to provide the name of their organisation or business. The list of organisation names provided can be seen in Table 3-2.

Table 3-2 – Organisations who responded via the survey

Organisations
Bognor Regis Cycle Forum
Bosham Parish Council
BrightRide CIC
Chidham & Hambrook Parish Council
Emsworth Sailing Club
Fishbourne Parish Council
Swavesey & District Bridleways Association
The Architects Design Ltd
The Bosham Association
The Trails Trust
The Woolpack Inn, Fishbourne
VFM

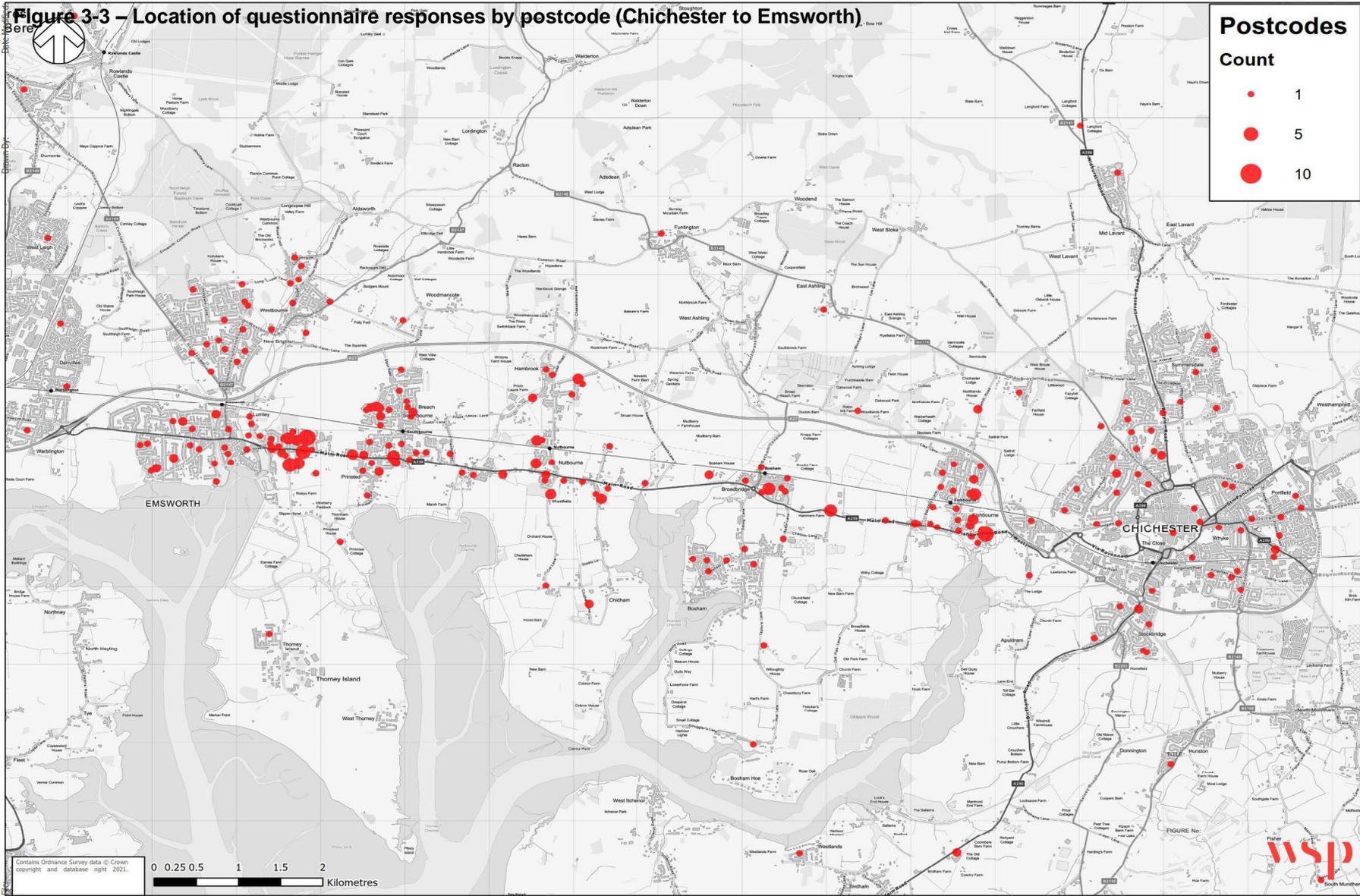
Question 4 asked respondents who indicated 'other' in this section to provide more details. There were no respondents in this category.

In order to analyse responses geographically, respondents were asked to provide their postcode in Question 5. The location of questionnaire respondents mapped by postcode can be seen in Figure 3-2 and Figure 3-3.

Figure 3-2 – Location of questionnaire responses by postcode



Figure 3-3 – Location of questionnaire responses by postcode (Chichester to Emsworth)



Contains Ordnance Survey data © Crown copyright and database right 2021.

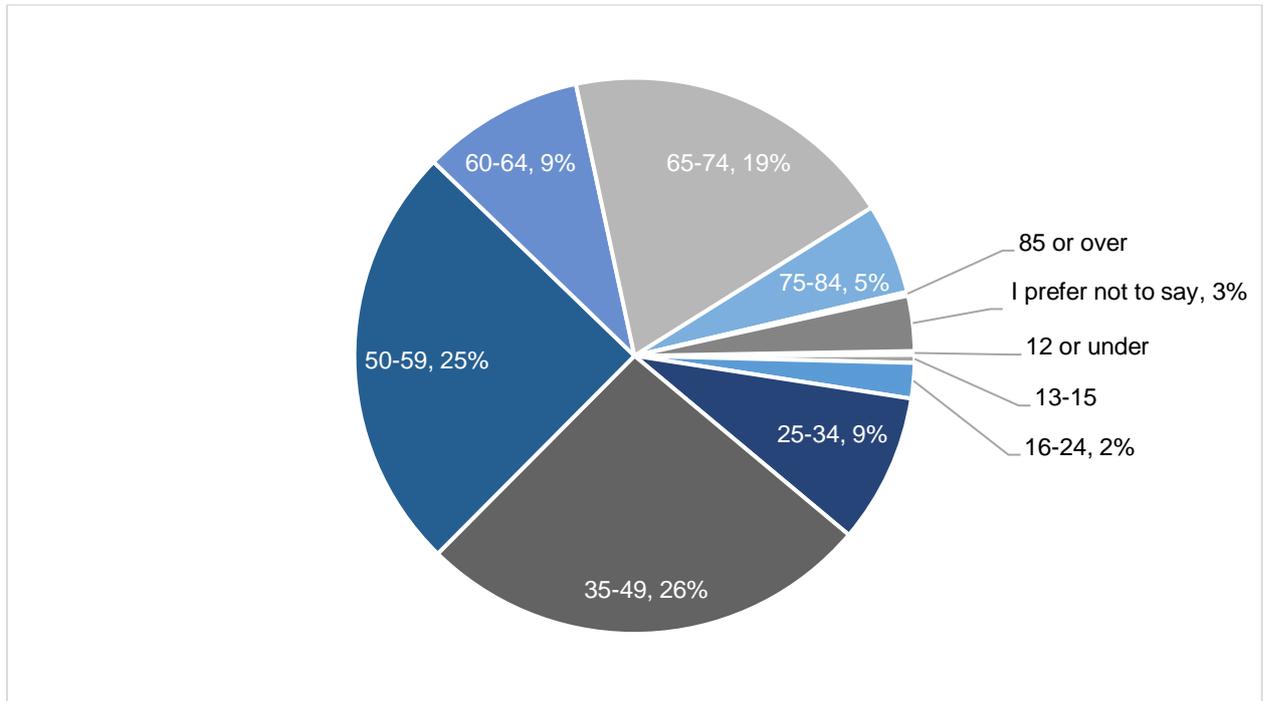
0 0.25 0.5 1 1.5 2 Kilometres



All respondents answered this question; however, 13 postcodes could not be mapped as these were incomplete or incorrect. Furthermore, 23 postcodes were from outside West Sussex as illustrated above.

The final question within Section 1 (About you) of the questionnaire asked respondents to indicate their age bracket. All respondents answered this question, and the highest proportion of respondents were between the ages of 35 – 49 with the lowest representation falling within the 85 and over. Note that respondents aged 12 or under could not proceed with the survey due to WSCC GDPR policy. Full details can be seen in Figure 3-4.

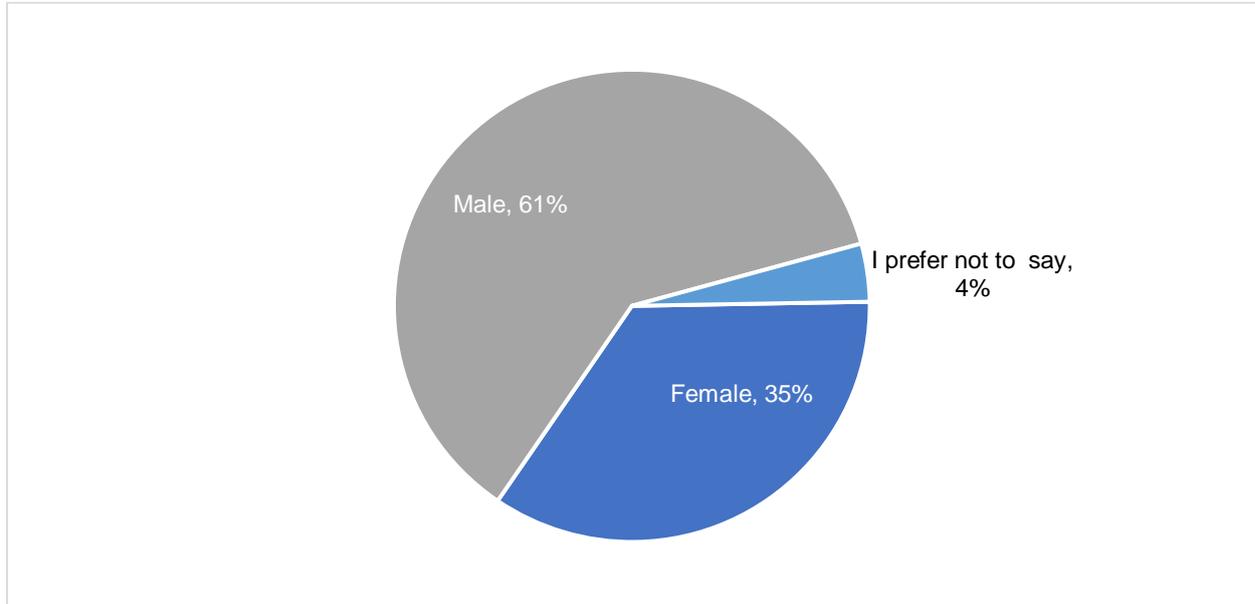
Figure 3-4 – Age range



Base: all who provided a response (*n*:438)

The first question within Section 4 (More about you) asked respondents to provide their gender. A total of 428 respondents answered this question. As shown in Figure 3-5, it was apparent that a higher proportion of respondents were male.

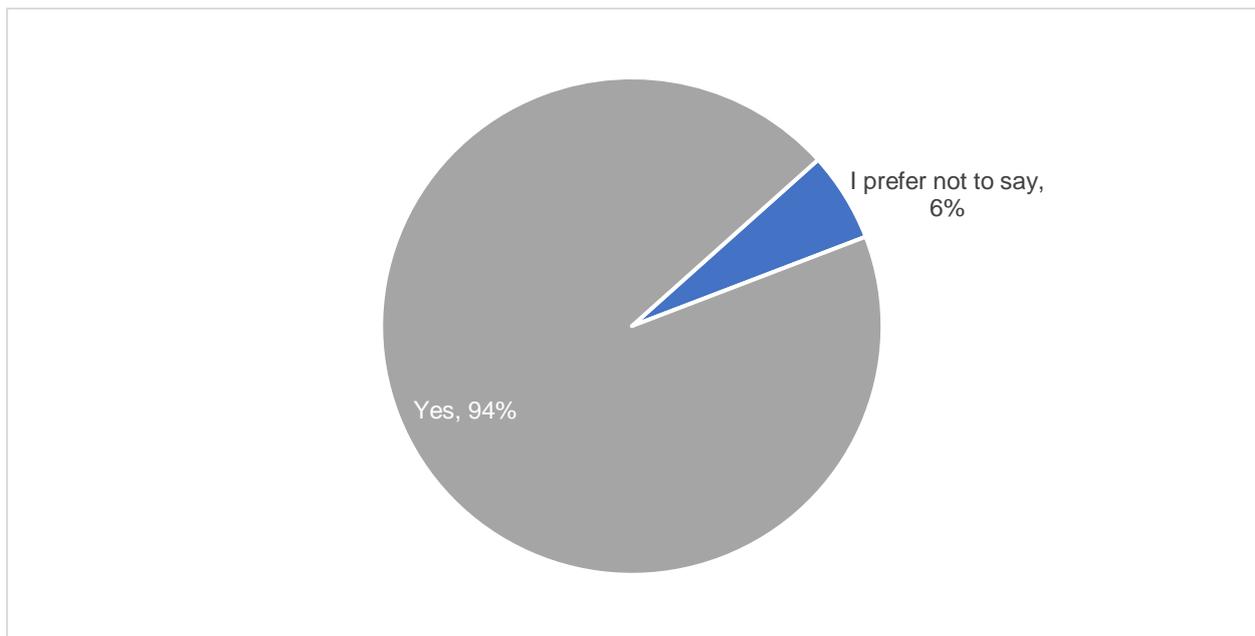
Figure 3-5 – Gender of respondents



Base: all who provided a response (*n*:428)

The following question asked respondents to advise if the gender they identify with is the same as their sex registered at birth. A total of 430 respondents answered this question and full details can be seen in Figure 3-6.

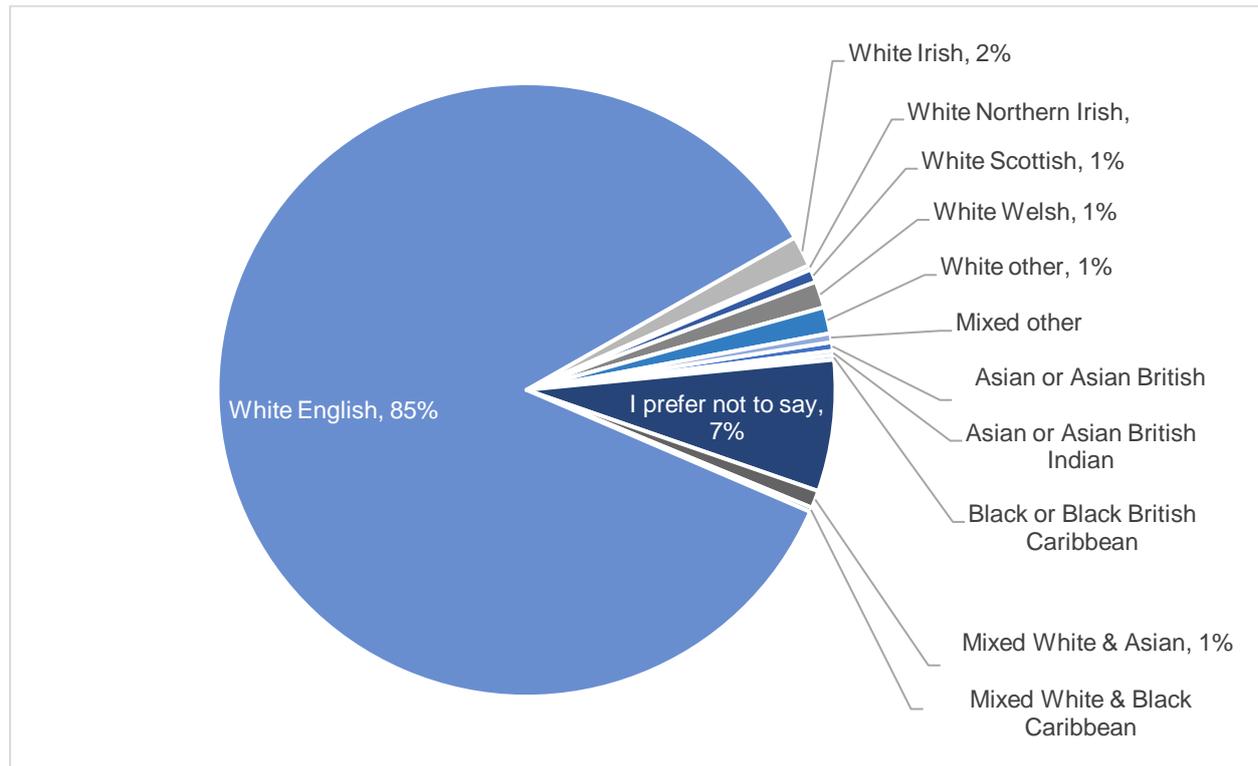
Figure 3-6 – Gender Identity



Base: all who provided a response (*n*:430)

Next, respondents were asked to advise the ethnic group they belonged to. A total of 433 respondents answered this question, with 85% of respondents (369 respondents) belonging to the White English ethnic group this high proportion of White English respondents corresponds to the 2011 Census which found that White: British population in West Sussex totalled 88.9%. Full details can be seen in Figure 3-7.

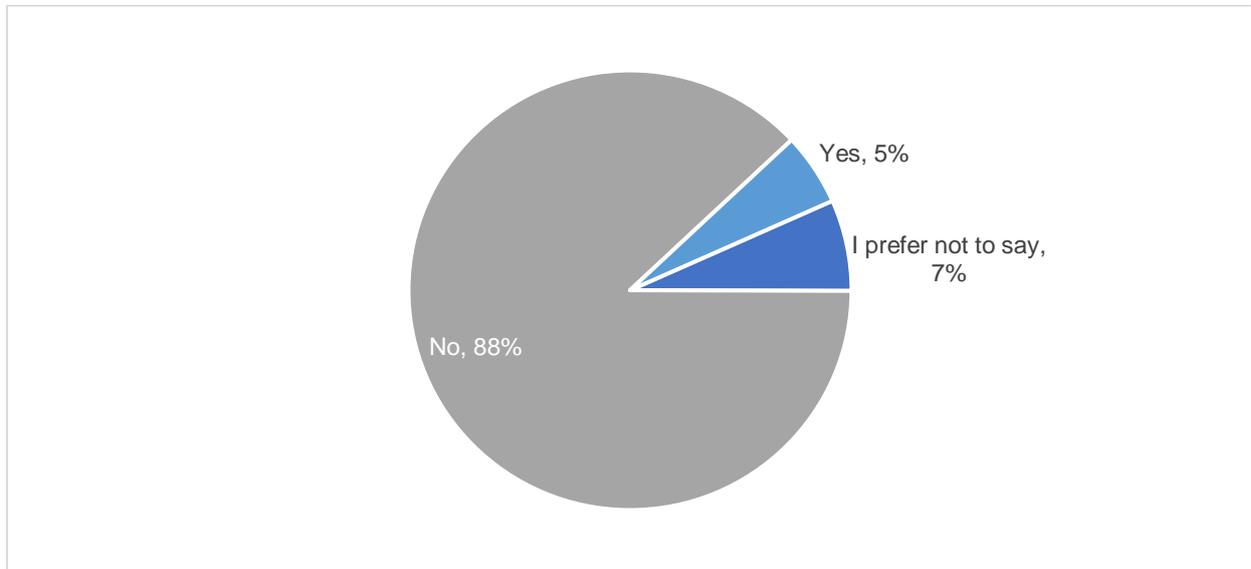
Figure 3-7 – Ethnic Group



Base: all who provided a response (n:433)

The last two questions within Section 4 (More about you) related to The Equality Act 2010. Firstly, respondents were asked if they considered themselves to be disabled as set out in The Equality Act 2010. A total of 432 respondents answered this question, with 88% of respondents (380 respondents) advising they would not consider themselves to be disabled, 5% of respondents (23 respondents) advising they would consider themselves to be disabled and 7% of respondents (29 respondents) preferring not to say. Full details can be seen in Figure 3-8.

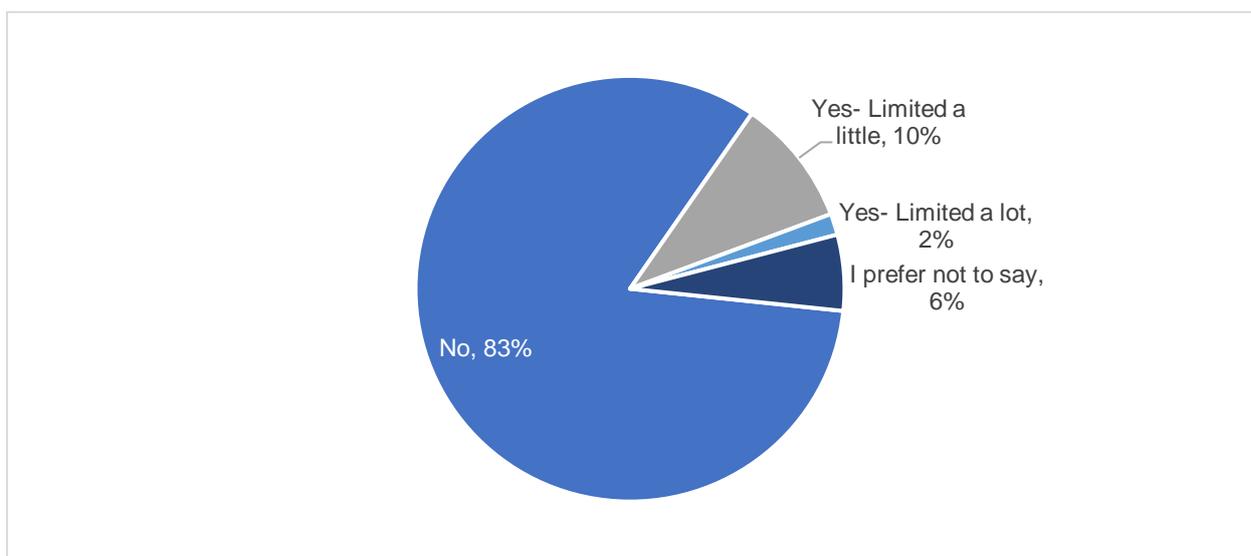
Figure 3-8 – Disability as set out in the Equality Act 2010



Base: all who provided a response (*n*:432)

Secondly, respondents were asked if their day-to-day activities were limited because of a health problem or a disability which has lasted, or expected to last, at least 12 months. A total of 434 respondents answered this question with the majority, 83% of respondents (360 respondents) advising that their day-to-day activities were not limited because of a health problem or a disability. Furthermore, 10% of respondents (42 respondents) advised their day-to-day activities were limited a little, 2% of respondents (7 respondents) advised their day-to-day activities were limited a lot and 6% of respondents (25 respondents) preferring not to say. Full details can be seen in Figure 3-9.

Figure 3-9 – Limitations of day-to-day activities due to a health problem or disability

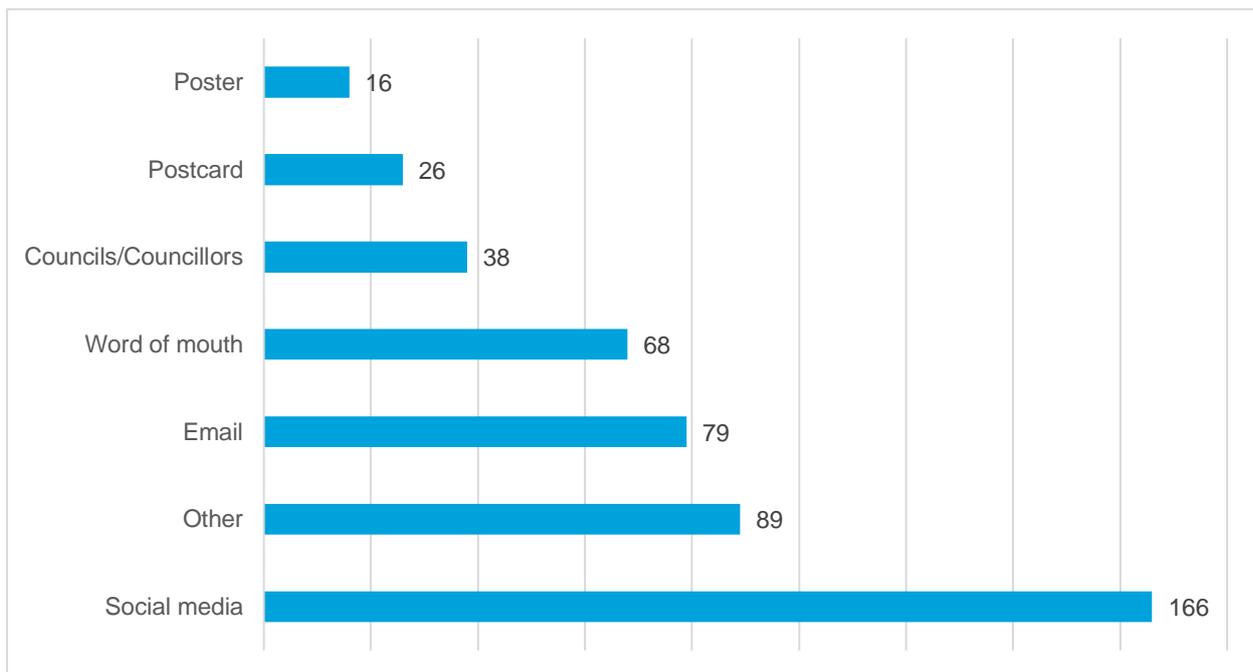


Base: all who provided a response (*n*:434)

About the engagement

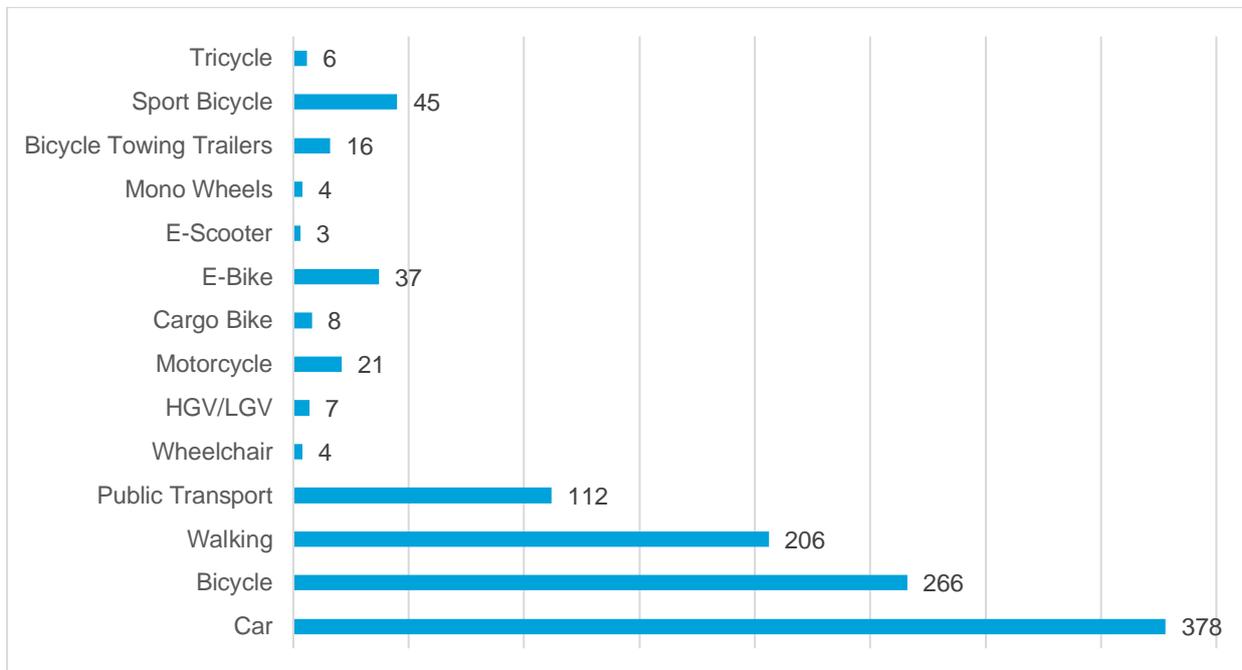
The first question within Section 3 (About this engagement) asked respondents to advise how they heard about the engagement. Please note that respondents could select more than one answer. Social media accounts for the highest responses, followed by email, word of mouth and press releases.

Figure 3-10– How did you hear about the engagement?



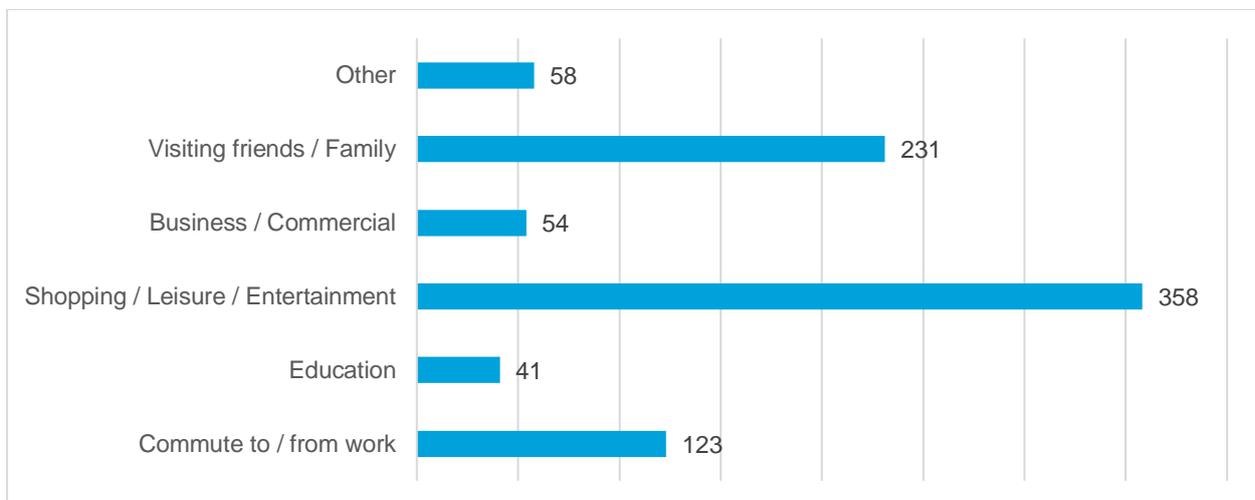
The following question asked respondents which modes of transport they used on the A259 between Chichester and Emsworth. Again, respondents could select more than one answer. As can be seen in Figure 3-11 below, the most frequently used mode of transport is a car, followed by a bicycle and then walking.

Figure 3-11– What modes of transport do you currently use on the A259 between Chichester and Emsworth?



The last question within Section 3 sought to understand the main reasons for travelling on the A259 between Chichester and Emsworth. Respondents could select more than one answer. Shopping, leisure and entertainment was selected by most respondents, followed by visiting friends/ family and then commuting to/from work.

Figure 3-12 – What are the main reasons that you travel on the A259 between Chichester and Emsworth?



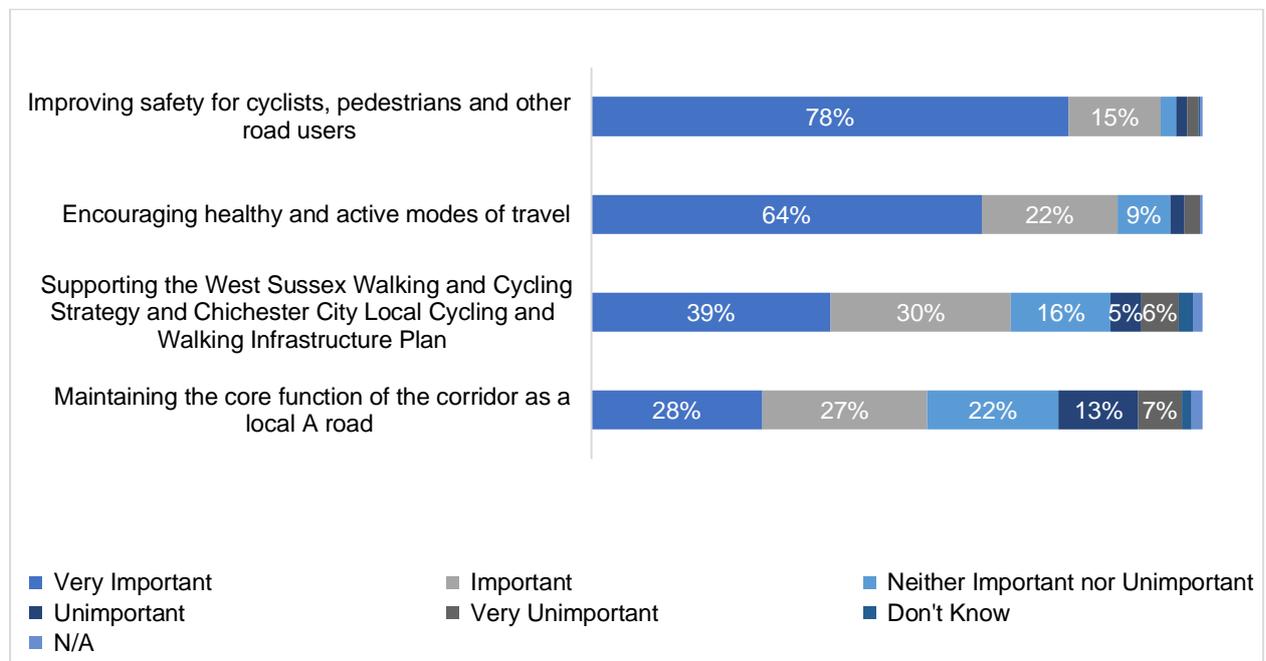
4. Overview of responses

This section of the report focuses on the remaining section of the questionnaire, including questions 7-17 and explores the views of the respondents on the proposals. Furthermore, this section includes the analysis of responses received in formats other than the questionnaire.

About the proposals

Question 7 asked respondents to advise on the importance of the project objectives. A total of 437 respondents answered this question and full details can be seen in Figure 4-1.

Figure 4-1 – Importance of project objectives



Base: all who provided a response (*n*:434). Please note that percentages of 3% and below have not been labelled.

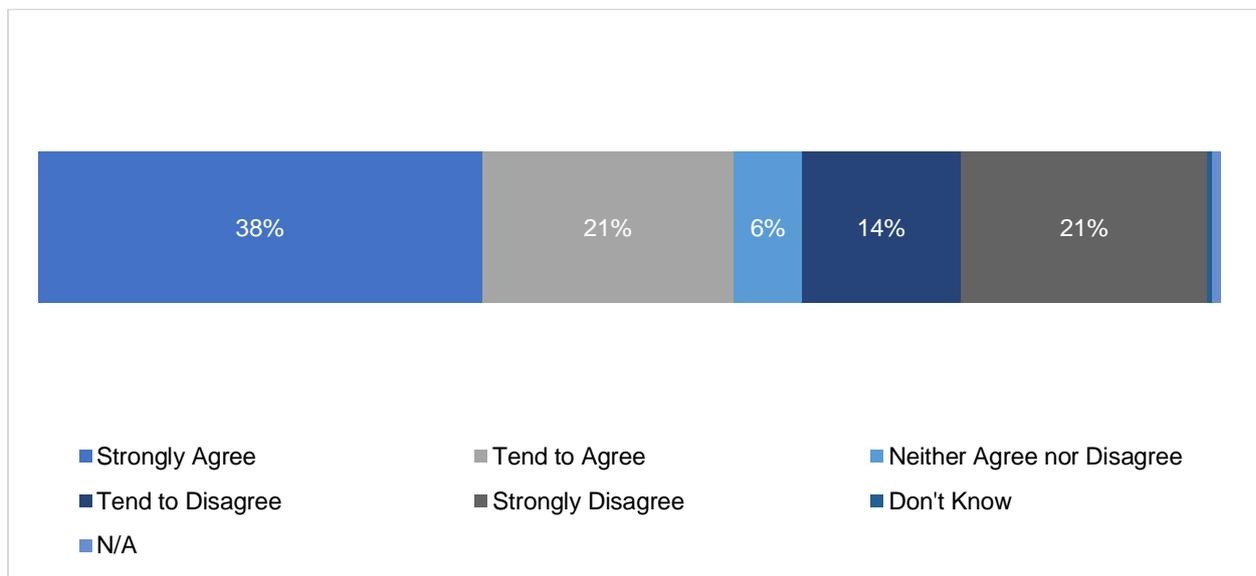
'Improving safety for cyclists, pedestrians and other road users' was seen as the most important objective, with 93% of respondents (407 respondents) viewing this as very important or important (78%, 341 respondents very important; 15%, 66 respondents important). This was followed by 'encouraging healthy and active modes of travel', with 86% (376 respondents) viewing this as very important or important (64%, 279 respondents very important; 22%, 87 respondents important).

'Maintaining the core function of the corridor as a local A road' was rated the least important objective although this was still seen as very important and important to over half of the respondents (55%, 240 respondents; with 28%, 122 respondents very important; 27%, 118 respondents important).

The next question sought to understand the level of agreement with the current proposals encouraging more cycling and walking along the route. A total of 437 respondents answered this question and full details can be seen in Figure 4-2.

More than half of the respondents (59%, 257 respondents) agreed to some extent that the current proposals would encourage more cycling and walking along the route (38%, 164 respondents strongly agreed; 21%, 93 respondents tended to agree). In contrast, 34% of respondents (150 respondents) disagreed to some extent (21%, 91 respondents strongly disagreed; 13%, 59 respondents tended to disagree). Furthermore, 6% of respondents (25 respondents) neither agreed nor disagreed and the remaining 1% of respondents (5 respondents) did not know or selected non applicable.

Figure 4-2 – Level of agreement with the current proposals encouraging more cycling and walking along the route

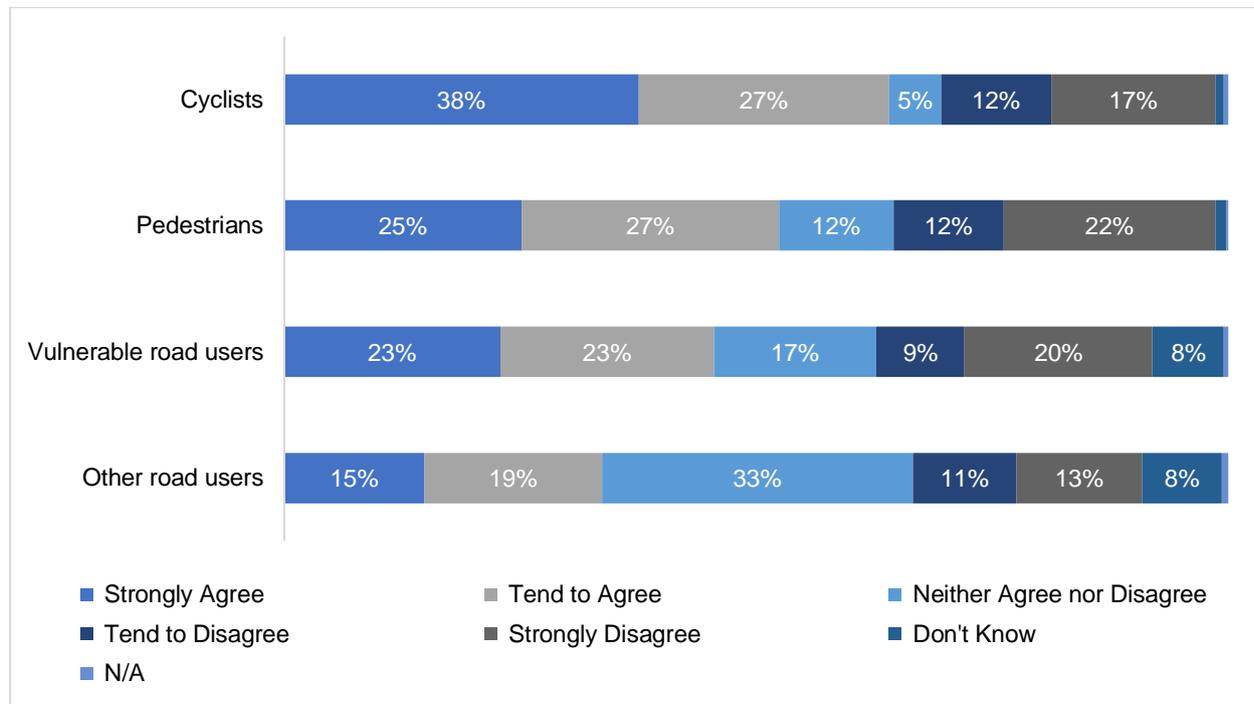


Base: all who provided a response (*n*:437). Please note that percentages of 3% and below have not been labelled.

Further analysis was carried out based on the respondents' location and this showed that 95% of respondents (414 respondents out of 437 respondents) were responding as West Sussex residents and 5% of respondents (23 out of 437 respondents) were responding from outside the county. A total of 60% (247 out of 414) of West Sussex residents and 43% (10 out of 23) of respondents from outside the county agreed to some extent with the proposals encouraging more cycling and walking along the route.

Question 9 sought to understand the level of agreement with the current proposals improving safety for cyclists, pedestrians, and other road users. A total of 437 respondents answered this question and full details can be seen in Figure 4-3.

Figure 4-3 – Level of agreement with the current proposals improving safety for cyclists, pedestrians, and other road users



Base: all who provided a response (*n*:437). Please note that percentages of 3% and below have not been labelled.

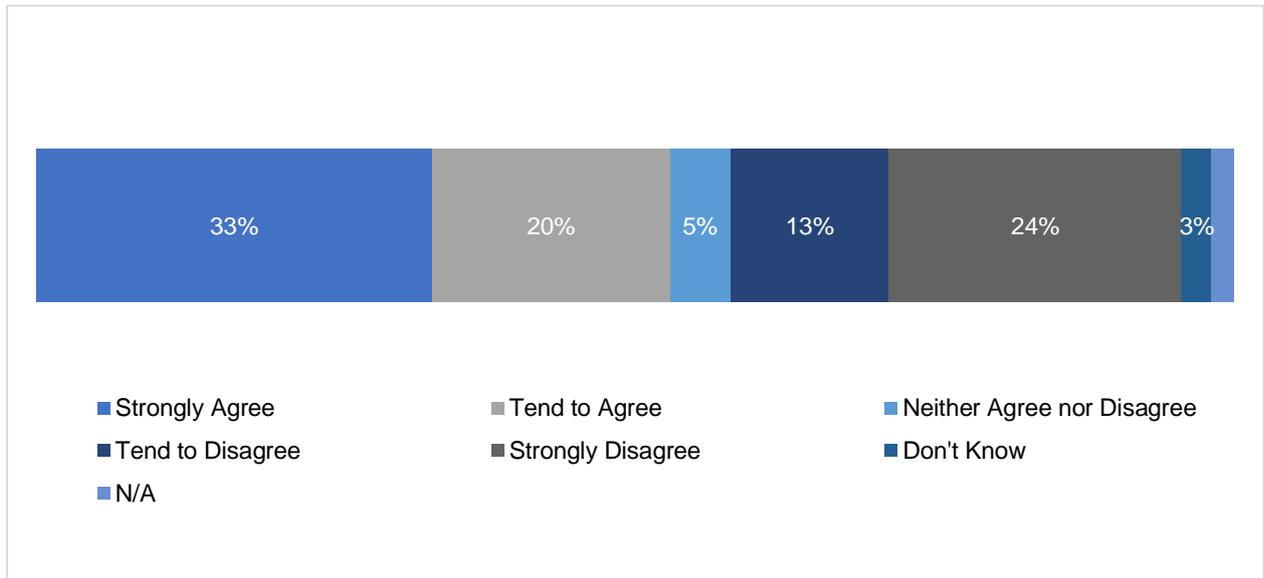
More than half of the respondents (64%, 280 respondents) agreed to some extent that the current proposals would improve safety for cyclists along the route (38%, 164 respondents strongly agreed; 27%, 116 respondents tended to agree). Furthermore, 52% of respondents (229 respondents) agreed to some extent that the current proposals would improve safety for pedestrians (25%, 110 respondents strongly agreed; 27%, 119 respondents tended to agree).

Fewest respondents agreed that the current proposals would improve safety for other road users with 34% (147 respondents) agreed to some extent (15%, 65 respondents strongly agreed; 19%, 82 respondents tended to agree).

About each section

Question 10 asked respondents to advise the level of agreement with the proposals between Emsworth and Southbourne. A total of 433 respondents answered this question and full details can be seen in Figure 4-4.

Figure 4-4 – Level of agreement with the proposals between Emsworth and Southbourne

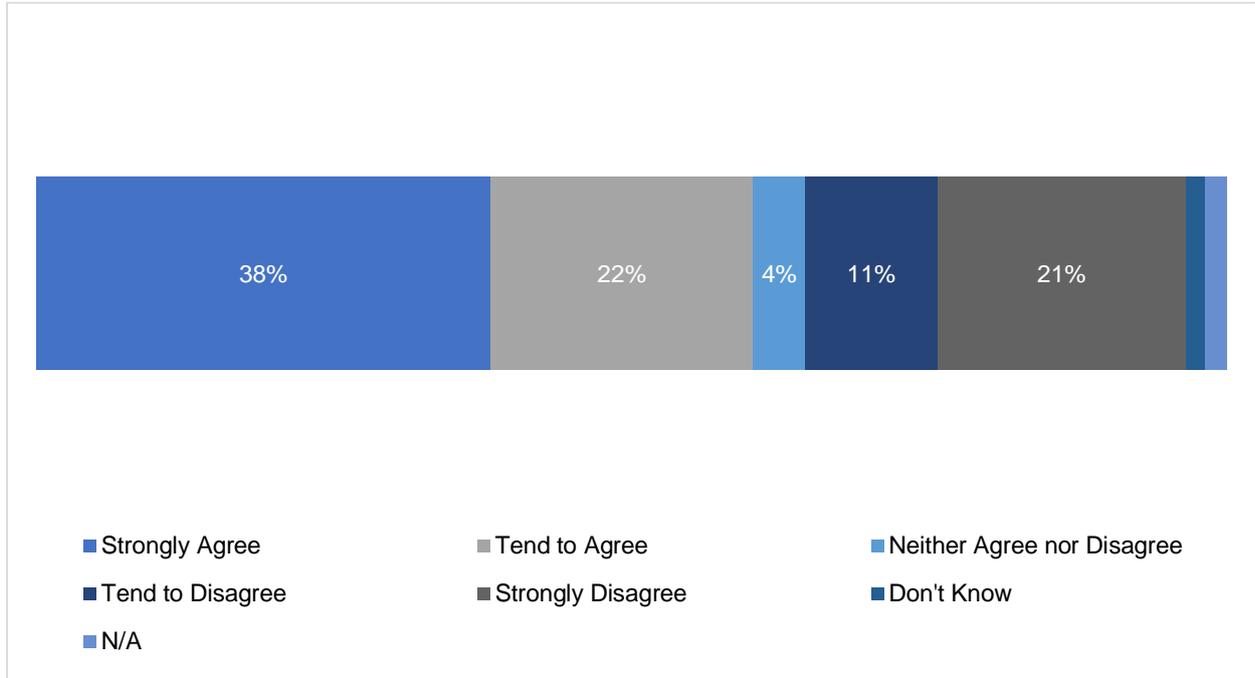


Base: all who provided a response (*n*:433). Please note that percentages of 2% and below have not been labelled.

More than half of the respondents (53%, 229 respondents) agreed to some extent with the proposals between Emsworth and Southbourne (33%, 143 respondents strongly agreed; 20%, 86 respondents tended to agree). In contrast, 38% of respondents (163 respondents) disagreed to some extent (24%, 106 respondents strongly disagreed; 13%, 57 respondents tended to disagree – please note that percentages vary due to rounding). Furthermore, 5% of respondents (22 respondents) neither agreed nor disagreed and the remaining 5% of respondents (19 respondents) did not know or selected non applicable.

Question 11 asked respondents to advise the level of agreement with the proposals between Southbourne and Nutbourne. A total of 432 respondents answered this question and full details can be seen in Figure 4-5.

Figure 4-5 – Level of agreement with the proposals between Southbourne and Nutbourne

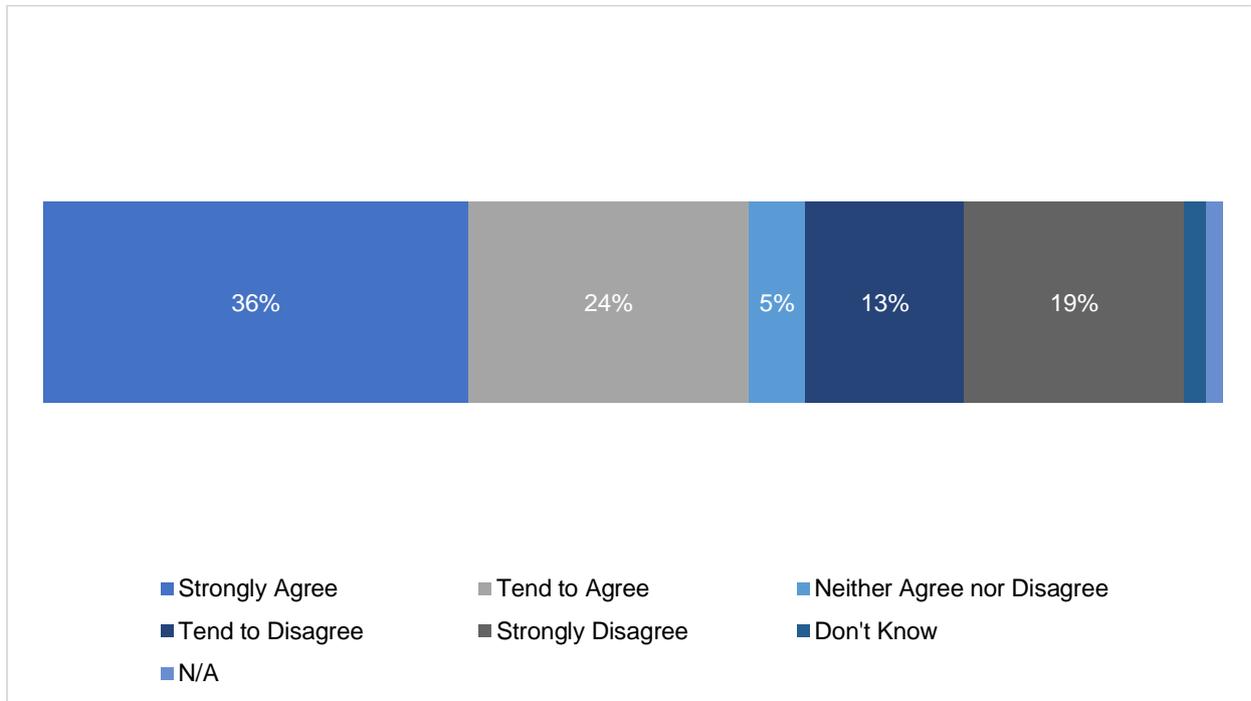


Base: all who provided a response (*n*:432). Please note that percentages of 3% and below have not been labelled.

More than half of the respondents (60%, 260 respondents) agreed to some extent with the proposals between Southbourne and Nutbourne (38%, 165 respondents strongly agreed; 22%, 95 respondents tended to agree). In contrast, 32% of respondents (138 respondents) disagreed to some extent (21%, 90 respondents strongly disagreed; 11%, 48 respondents tended to disagree). Furthermore, 4% of respondents (19 respondents) neither agreed nor disagreed and the remaining 4% of respondents (15 respondents) did not know or selected non applicable.

Question 12 asked respondents to advise the level of agreement with the proposals between Nutbourne and Bosham. A total of 433 respondents answered this question and full details can be seen in Figure 4-6.

Figure 4-6 – Level of agreement with the proposals between Nutbourne and Bosham

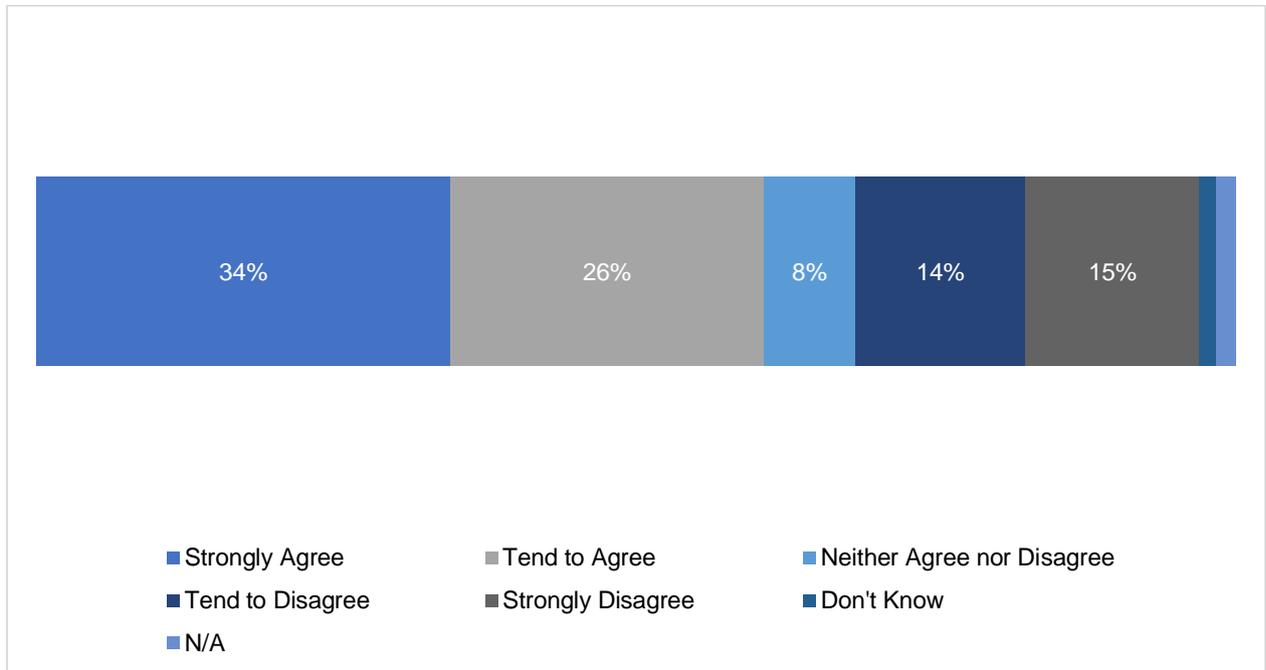


Base: all who provided a response (*n*:433). Please note that percentages of 3% and below have not been labelled.

More than half of the respondents (60%, 259 respondents) agreed to some extent with the proposals between Nutbourne and Bosham (36%, 156 respondents strongly agreed; 24%, 103 respondents tended to agree). In contrast, 32% of respondents (139 respondents) disagreed to some extent (19%, 81 respondents strongly disagreed; 13%, 58 respondents tended to disagree). Furthermore, 5% of respondents (21 respondents) neither agreed nor disagreed and the remaining 3% of respondents (14 respondents) did not know or selected non applicable.

Question 13 asked respondents to advise the level of agreement with the proposals for the entering Bosham section. A total of 432 respondents answered this question and full details can be seen in Figure 4-7.

Figure 4-7 – Level of agreement with the proposals entering Bosham

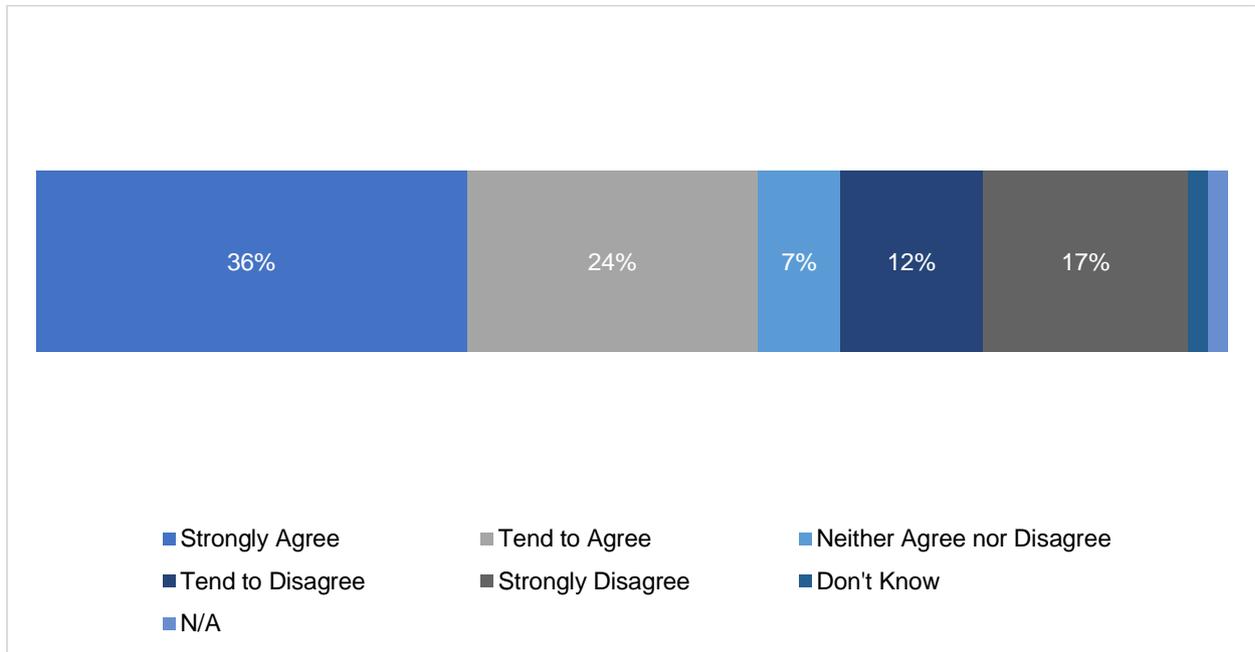


Base: all who provided a response (*n*:432). Please note that percentages of 3% and below have not been labelled.

More than half of the respondents (60%, 262 respondents) agreed to some extent with the proposals for the entering Bosham section (34%, 149 respondents strongly agreed; 26%, 113 respondents tended to agree). In contrast, 29% of respondents (124 respondents) disagreed to some extent (15%, 63 respondents strongly disagreed; 14%, 61 respondents tended to disagree). Furthermore, 8% of respondents (33 respondents) neither agreed nor disagreed and the remaining 3% of respondents (13 respondents) did not know or selected non applicable.

Question 14 asked respondents to advise the level of agreement with the proposals between Bosham and Fishbourne. A total of 434 respondents answered this question and full details can be seen in Figure 4-8.

Figure 4-8 – Level of agreement with the proposals between Bosham and Fishbourne

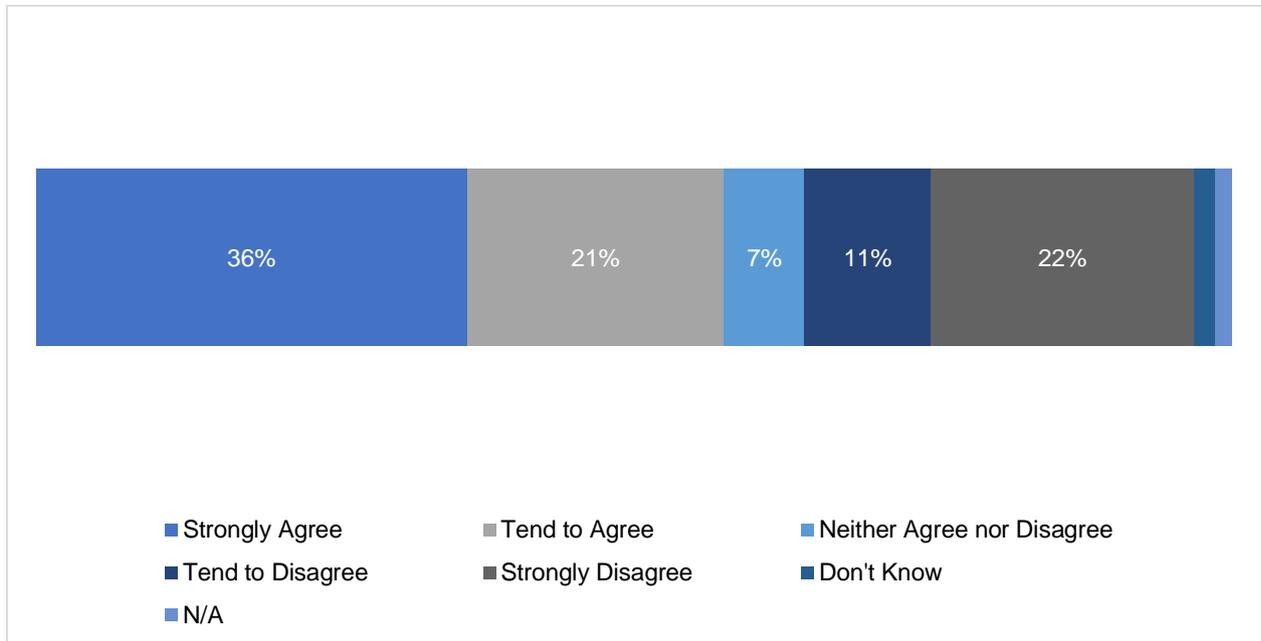


Base: all who provided a response (*n*:434). Please note that percentages of 3% and below have not been labelled.

More than half of the respondents (61%, 263 respondents) agreed to some extent with the proposals between Bosham and Fishbourne (36%, 157 respondents strongly agreed; 25%, 106 respondents tended to agree). In contrast, 29% of respondents (127 respondents) disagreed to some extent (17%, 75 respondents strongly disagreed; 12%, 52 respondents tended to disagree). Furthermore, 7% of respondents (30 respondents) neither agreed nor disagreed and the remaining 4% of respondents (14 respondents) did not know or selected non applicable.

Question 15 asked respondents to advise the level of agreement with the proposals for the entering Fishbourne section. A total of 433 respondents answered this question and full details can be seen in Figure 4-9.

Figure 4-9 – Level of agreement with the proposals entering Fishbourne

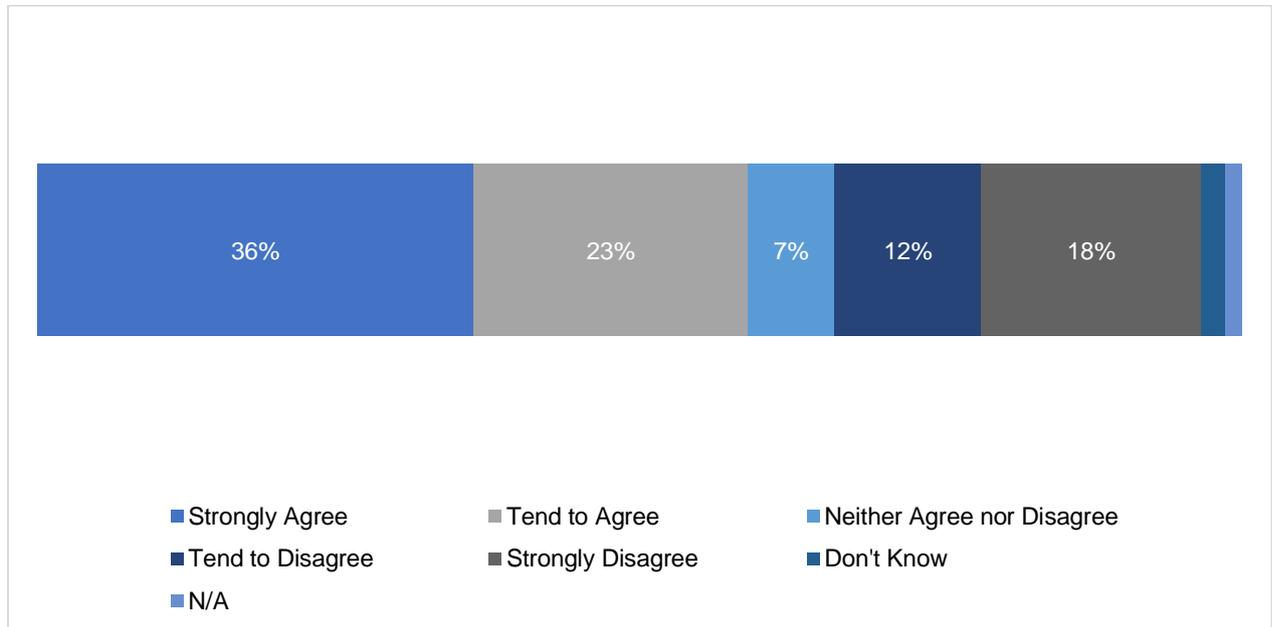


Base: all who provided a response (*n*:433). Please note that percentages of 3% and below have not been labelled.

More than half of the respondents (58%, 249 respondents) agreed to some extent with the proposals for the entering Fishbourne section (36%, 156 respondents strongly agreed; 21%, 93 respondents tended to agree). In contrast, 33% of respondents (141 respondents) disagreed to some extent (22%, 95 respondents strongly disagreed; 11%, 46 respondents tended to disagree). Furthermore, 7% of respondents (29 respondents) neither agreed nor disagreed and the remaining 3% of respondents (14 respondents) did not know or selected non applicable.

Question 16 asked respondents to advise the level of agreement with the proposals between Fishbourne and Chichester. A total of 434 respondents answered this question and full details can be seen in Figure 4-10.

Figure 4-10 – Level of agreement with the proposals between Fishbourne and Chichester



Base: all who provided a response (*n*:434). Please note that percentages of 3% and below have not been labelled.

More than half of the respondents (59%, 256 respondents) agreed to some extent with the proposals between Fishbourne and Chichester (36%, 157 respondents strongly agreed; 23%, 99 respondents tended to agree). In contrast, 30% of respondents (132 respondents) disagreed to some extent (18%, 79 respondents strongly disagreed; 12%, 46 respondents tended to disagree). Furthermore, 7% of respondents (29 respondents) neither agreed nor disagreed and the remaining 3% of respondents (14 respondents) did not know or selected non applicable.

Comments about the proposals

Question 17 asked respondents to provide any other free text comments about the current proposals for walking and cycling improvements along the A259 between Chichester and Emsworth. A total of 335 respondents took the opportunity to provide more detail which resulted in 949 coded comments to this question. The most frequently recurring themes derived from the comments are listed in Table 4-1.

National Highways' and West Sussex County Council's joint responses to the most frequently recurring themes can be found in Chapter 5 Responses to issues and the full list of themes along with the frequency and the response can be seen in Appendix B.3.

Table 4-1 – Most frequently recurring themes Identified within questionnaire comments

Theme	No. of mentions	% out of total coded comments
Separate space needed for pedestrians and cyclists	119	13%
Alternative suggestions	96	10%
Proposal not safe	84	9%
Support	48	5%
Existing issue – Traffic	46	5%
Separate space needed for cars and cyclists	43	5%
Misuse/speeding/attitude	37	4%
Lack of continuity of provisions	36	4%
Existing issue – Safety	35	4%
Concern about money/funding	25	3%

Other responses

This section of the report looks in more detail at the content of the 32 emails, 1 letter and 1 phone call that were received in response to the consultation. As outlined before open-ended verbatim data is complex to analyse, and the comments have therefore been coded to aid analysis and interpretation. In all, these written responses resulted in 154 coded comments.

Most of the written responses were received from individuals, however some were received from organisations. The names of these organisations are shown in Table 4-2.

Table 4-2 – Organisations who provided an ‘other written response’

Organisations
Arun District Bridleways Group
Chichester and District Cycle Forum
Southbourne Parish Council
Chi Cycle

The most frequently recurring themes to emerge from the coded comments within the written responses are shown in Table 4-3. NH’s responses to the most frequently recurring themes can be found in Chapter 5 Responses to issues and the full list of themes along with the frequency and the response can be seen in Appendix B.3.

Table 4-3 – Most Frequently recurring themes Identified within written responses

Theme	No. of mentions	% out of total coded comments
Separate space needed for pedestrians and cyclists	20	13%
Proposal not safe	18	12%
Oppose	12	8%
Existing issue – Safety	11	7%
Alternative suggestions	10	6%
Proposals not inclusive	9	6%
Proposed speed limit reduction	6	4%
Existing issue – Traffic	6	4%
Traffic-calming/ enforcement opportunity	6	4%
Separate space needed for cars and cyclists	5	3%

As the table shows, there is a definite correlation between the most frequently coded themes to have emerged from other responses (via email, letter, phone call) and the free text questionnaire responses, with concern about the need for separate space for pedestrians and cyclists once again accounting for the highest number of coded comments (20 out of a total of 154 coded comments: 13% of coded comments).

5. Responses to issues

Responses to feedback

We have considered all comments received through the engagement process. This section of the report outlines National Highways' and West Sussex County Council's joint responses to the most frequently recurring themes that emerged through this public engagement. The full breakdown of the themes, including number of mentions and our responses can be found in Appendix B.3.

Themes with responses (including verbatim example comments)		Questionnaire responses (no. of coded comments / %)	Written responses (no. of coded comments / %)
Separate space needed for pedestrians and cyclists	Response		
<p>Respondents raised concerns about pedestrians and cyclists using the same space:</p> <ul style="list-style-type: none"> • <i>'A mix of cycling and pedestrians on the same carriageway is not ideal.'</i> • <i>'Very concerned with cycle lanes shared with pedestrians'</i> • <i>'Shared use is not good enough.'</i> 	<p>LTN 1/20 states that a “well-constructed shared use facility designed to meet the needs of cycle traffic may be adequate where pedestrian numbers are very low.”</p> <p>The current design is based on low pedestrian flows observed from numerous site visits as formal counts have not been possible during the pandemic. We would therefore plan to conduct pedestrian counts during the detailed design and adjust accordingly.</p> <p>Shared-use paths are the option of last resort where insufficient space exists which is the case on sections between Chichester and Emsworth.</p>	119 mentions 13%	20 mentions 13%
Alternative suggestions	Response		
<p>Various alternative suggestions, outside the scope of the proposals, including improvements to bus lanes, routes to the south of the A27, requests for widening roads and excluding shared use path etc.</p>	<p>Many of the alternative suggestions either are not suitable for all users due to lack of protection achieved or they propose widths which don't accord with best practice. Therefore, they would not meet the remit of the scheme, nor the requirements of LTN1/20 or local standards.</p>	96 mentions 10%	10 mentions 6%
Proposal not safe	Response		
<p>Respondents thought that the proposals will not address safety concerns:</p> <ul style="list-style-type: none"> • <i>'Significant safety concerns for cyclists and pedestrians remain present at junction crossings.'</i> • <i>'Extremely dangerous proposals.'</i> • <i>'The proposals are very poor and do not support cyclist or pedestrian safety.'</i> 	<p>Both major junctions on the A259 (i.e. Bosham roundabout and Stein Road roundabout) are very constrained. Despite that, we have managed to provide a betterment on existing provisions, removing the need for cyclists to negotiate roundabouts, but rather crossing one arm of the roundabout.</p> <p>The current on-road, narrow cycle lanes are not a safe solution as vehicles pass very closely. These lanes are</p>	84 mentions 9%	18 mentions 12%

	1.5m wide (or less in places) and in order for these to be made safe and meet guidance, the minimum width would need to be 2m plus some form of segregation. This would mean a total width required of around 2.3m.		
Support	Response		
<p>Respondents expressed their support for the scheme:</p> <ul style="list-style-type: none"> • <i>‘Excellent proposals to improve matters.’</i> • <i>‘This is a wonderful plan.’</i> • <i>‘This is a brilliant plan.’</i> 	<p>Support for the scheme is welcomed. The project would bring together the community in making the first step towards acknowledging that all road users matter and that walking, cycling and any other alternative modes of transport are equally important. We would be providing a safe space for everyone who is either commuting, cycling for leisure, or just taking a stroll.</p>	48 mentions 5%	2 mentions 1%
Existing issue -Traffic	Response		
<p>Respondents shared concerns with the existing traffic situation, including speeds and congestion:</p> <ul style="list-style-type: none"> • <i>‘The speeds on the road can be very high’</i> • <i>‘Current arrangements are totally inadequate due traffic density, speed and proximity to the A27 Fishbourne roundabout.’</i> • <i>‘speeds and large lorries are a concern’</i> 	<p>Our scheme seeks to reduce speeds along the A259 through the introduction of 20mph zones in some villages and removal of 40mph speed limit in Southbourne. The scheme will reduce the width of carriageway in several places either through widening the existing footway or taking road space for a cycle track which will further contribute to reducing speeds.</p>	46 mentions 5%	6 mentions 4%
Separate space needed for cars and cyclists	Response		
<p>Respondents raised concerns about cars and cyclists using the same space:</p> <ul style="list-style-type: none"> • <i>‘Segregated lanes are the only real way to improve safety for both cyclists – from cars’</i> 	<p>The need to separate cyclists and cars is why the shared use paths were chosen in preference to retaining the existing marked cycle lanes as these afford no protection. Unfortunately, in several sections of the scheme, which would make them unsafe and undeliverable.</p>	43 mentions 5%	5 mentions 3%
Misuse/speeding/attitude	Response		

<p>Respondents showed reservations regarding the attitude of cyclists and speeding, as well as the possibility of misuse of provisions:</p> <ul style="list-style-type: none"> • <i>'I have VERY nearly KILLED a cyclist illegally riding on the pavement.'</i> • <i>'I am frequently shouted at by cyclists riding on the pavement, even though there is a cycle lane at this point.'</i> • <i>'Also some cyclists do not have any regard for pedestrians and expect everyone to move out of the way for them, even though at present it is a pavement not a cycle way.'</i> 	<p>If the scheme progresses to construction, then consideration would be given to a suitable campaign to raise awareness of the need to share the space considerately. The current cycle lanes are of poor quality hence the tendency for cyclists to use the footway. Our proposals would reduce conflict points.</p>	<p>37 mentions 4%</p>	<p>5 mentions 3%</p>
<p>Lack of continuity of provisions</p>	<p>Response</p>		
<p>Respondents shared their views on the need to have continuous provisions, with some expressing concern that the proposals will not address this:</p> <ul style="list-style-type: none"> • <i>'On this route cyclists will have to stop/dismount at every road junction'</i> • <i>'your current proposals are discontinuous and interrupt the natural flow of a good cycle route.'</i> • <i>'The idea is to make the journey continuous without having to unclip except at the roundabouts – without this, regular cyclist will simply continue to use the road'</i> 	<p>Cyclists would not need to stop and dismount but simply slow down on the approaches to side roads to check for approaching traffic. Those that wish to remain on the road could do so, but this scheme also caters for the less confident cyclists who currently do not cycle along the route.</p>	<p>36 mentions 4%</p>	<p>1 mention 1%</p>
<p>Existing issue – Safety</p>	<p>Response</p>		
<p>Respondents emphasised that safety along the route is currently an issue:</p>	<p>The scheme would improve safety by providing for the continuous segregation of cyclists from traffic on the A259</p>	<p>35 mentions 4%</p>	<p>11 mentions</p>

<ul style="list-style-type: none"> • <i>'It is currently too dangerous for us as a family to cycle from Emsworth to Chichester.'</i> • <i>'This pinch point is already hazardous and will become more so if more houses are built along the A259.'</i> • <i>'The current surfaces are unsatisfactory to very dangerous'</i> 	<p>and would allow for families to cycle the route together. The existing footways would then be resurfaced once they had been widened to create shared use paths.</p>		7%
<p>Concern about money/funding</p>	<p>Response</p>		
<p>Respondents expressed concerns regarding money and funding:</p> <ul style="list-style-type: none"> • <i>'Not needed waste of tax payers money'</i> • <i>'Seems to be a lot of money'</i> • <i>'A total waste of money and will endanger all users of the shared foot and cycle paths'</i> 	<p>Understanding what value for money the proposal represent is part of the appraisal that we normally do on all our schemes at National Highways. The Benefit Cost Ratio is used as an indicator showing the relationship between the relative costs and benefits of a proposed project, expressed in monetary or qualitative terms. If a project has a BCR greater than 1.0, the project is expected to deliver a positive value. The project is expected to have a BCR no less than 2.</p>	25 mentions 3%	5 mentions 3%
<p>Proposed speed limit reduction</p>	<p>Response</p>		
<p>Respondents showed support for the speed limits allocated along the route, with some proposing an extension of some of the speed restrictions or proposing alternative/ specific reductions:</p> <ul style="list-style-type: none"> • <i>'Allocation of as many as is practical 20mph zones would enhance safety and improve air quality for all.'</i> • <i>'I am pleased that there at are least some 20mph speed limit proposals'</i> 	<p>Stakeholder suggestions have been considered carefully, and we believe that the introduction of 20mph sections at either end of the Hermitage to Southbourne section merits further investigation. Should the scheme proceed to detailed design we would, together with WSCC, investigate the feasibility of introducing additional 20mph sections in Hermitage and Southbourne.</p>	25 mentions 3%	6 mentions 4%

<ul style="list-style-type: none"> • <i>'In which case you may as well make the whole stretch 20 mph and make it safe for everyone'</i> 	<p>The WSCC speed limit policy (Microsoft Word – Speed Limit Policy_2010.doc (modern.gov.co.uk)) requires average speeds to be below 24mph for a 20mph limit to be introduced, or engineering measures implemented to achieve this criterion.</p> <p>We have endeavoured to introduce 20mph sections wherever feasible, however the nature of vehicles using the A259 means many types of traffic calming would be impractical so we are limited as to what engineering measures we can introduce. We have proposed 20mph sections where they can be enforced, i.e., where the road geometry encourages lower speeds. We also propose traffic calming infrastructure to complement the reduced speed limit in those sections however, the cost of providing traffic calming infrastructure over extensive lengths of road to ensure that WSCC's speed limit policy is adhered to would have a severe negative effect on the appraisal of the scheme, which has been undertaken to ensure that it offers value for money.</p>		
<p>Proposals not inclusive</p>	<p>Response</p>		
<p>Respondents commented on proposals not being inclusive enough and not catering for vulnerable users:</p> <ul style="list-style-type: none"> • <i>'Also, there is no provision in the plans for users of non-standard cycles and barriers to the disabled should not be installed. Many of these are contrary to the disability act.'</i> • <i>'Shared use paths pose additional risks to pedestrians, especially those who have difficulty walking, or have sight or hearing problems'</i> 	<p>In developing the plans, we have planned for a cycle 2.8m long and 1.2m wide with the turning capability of a three-wheeled cycle which captures non-standard cycles and gives space for wheelchairs and mobility scooters.</p> <p>Our proposals would include improved provision at side roads incorporating flush kerbs and tactile paving making the route better for wheelchair users and visually impaired users as well.</p>	<p>24 mentions 3%</p>	<p>9 mentions 6%</p>

<ul style="list-style-type: none"> • <i>‘Please remember other vulnerable road users in addition to pedestrians.’</i> 	<p>The provision of narrow on-carriageway protected cycle lanes would mean that adapted bike, trike, and non-standard bikes could not be accommodated. This option has therefore been discounted on the basis that it would not be an inclusive design. Furthermore, it would not be possible to cleanse sub-standard on-carriageway protected lanes using mechanical sweepers.</p>		
Oppose	Response		
<p>Respondents expressed general opposition towards the proposals:</p> <ul style="list-style-type: none"> • <i>‘This is an utter disaster’</i> • <i>‘None of the proposals meet current national guidance’</i> • <i>‘These proposals do not make sense’</i> 	<p>The provision of segregated on-carriageway lanes has been extensively considered but is unfortunately, not always possible to achieve due to a lack of carriageway space. Where this is the case, shared-use paths have been proposed as provision of narrow lanes would not be an inclusive design (too narrow for adapted bikes, trikes, cargo bikes, trailers etc.).</p> <p>LTN 1/20 allows for shared cycleway footways where it is not possible to provide fully segregated facilities, and where fewer than 300 pedestrians per hour are expected. The proposals represent a significant improvement on the existing situation, with segregated cycle route facilities where space allows, or widening of footways to create shared use paths. Reduced speed limits are also proposed for more than 40% of the route.</p> <p>All steps have been taken to comply with the principles of the LTN1/20 guidance and the preliminary design has been subject to a full independent Stage 1 Road Safety Audit as well as an Equality Impact Assessment.</p>	<p>14 mentions 1%</p>	<p>12 mentions 8%</p>

Traffic-calming/ enforcement opportunity	Response		
<p>Respondents advised on traffic calming and enforcement opportunities:</p> <ul style="list-style-type: none"> • <i>‘More calming measures, more speed indicators etc, etc.’</i> • <i>‘I do think the 20mph speed limits will be ignored. There needs to be average speed cameras installed along the entire a259.’</i> • <i>‘Consider more means of enforcing the 30 mph speed limits on the A259’</i> 	<p>The WSCC speed limit policy (Microsoft Word – Speed Limit Policy_2010.doc (modern.gov.co.uk)) requires average speeds to be below 24mph for a 20mph limit to be introduced, or engineering measures implemented to achieve this criterion. We have endeavoured to introduce 20mph sections wherever feasible, however the nature of vehicles using the A259 means many types of traffic calming would be impractical so we are limited as to what engineering measures we can introduce.</p> <p>We have proposed 20mph sections where they can be enforced, i.e., where the road geometry encourages lower speeds. We also propose traffic calming infrastructure to complement the reduced speed limit in those sections however, the cost of providing traffic calming infrastructure over extensive lengths of road to ensure that WSCC’s speed limit policy is adhered to would have a severe negative effect on the appraisal of the scheme, which has been undertaken to ensure that it offers value for money.</p> <p>Stakeholder suggestions have nevertheless been considered carefully, and we believe that the introduction of 20mph sections at either end of the Hermitage to Southbourne section merits further investigation. Should the scheme proceed to detailed design we would, together with WSCC, investigate the feasibility of introducing additional 20mph sections in Hermitage and Southbourne.</p>	<p>13 mentions 1%</p>	<p>6 mentions 4%</p>

For more detailed information on the proposals put forward please also refer to the Design Report which is published alongside this Engagement Report.

Next steps

All aspects of the engagement process, and concomitant comments, have been documented and published as part of this engagement report.

A decision on progressing the scheme will now be considered by West Sussex County Council working collaboratively with National Highways. This decision is expected before the end of 2021.

Should the decision be made to progress the scheme, the next step would be a tendering process with an approximate timescale of three months. Following on from this, a design and build consultant would be appointed to begin detailed design.

This would take place in 2022 with construction to follow.

Appendix A. Initial engagement

A.1. List of workshop invitees

Workshop	Organisation Name
Strategic user workshop & Road user workshop	West Sussex County Council
	Chichester District Council
	Hampshire County Council
	Havant Borough Council
	Southbourne Parish Council
	Chidham and Hambrook Parish Council
	Bosham Parish Council
	Fishbourne Parish Council
	Chichester City Council
	Member of Parliament
Road user workshop	Sustrans
	Cycling UK
	Bognor Cycle Forum
	Gina's Cycle Path
	Chichester City Riders Local Cycle Club
	Chichester and District Cycle Forum
	Bournes Forum Working Group
	ChiCycle
	Chichester District Access Group
	South West Sussex Ramblers
Strategic user workshop	Compass Bus
	Stagecoach
	Logistics UK
	Road Haulage Association
	Bottrills Transport
	Churchill Freight Services
	Bleach of Lavant
	F & G Transport
	RAC Motoring Services
	AA
	Sussex Police and Crime Commissioner
	South East Coast Ambulance Service NHS
	West Sussex Fire & Rescue Service
	Chichester BID
	Coast to Capital
	Sussex Chamber of Commerce
Chichester Harbour Conservancy	

A.2. Engagement materials

A.2.1. Presentation slides



CHICHESTER TO EMSWORTH NON-MOTORISED USER ROUTE

March 2021

About the project

Highways England is currently developing proposals for an upgraded route between Emsworth and Chichester to encourage walking and cycling along the A259. This project forms part of Highways England's [Designated Funds](#) programme to address social and environmental issues through improvements to its road network.

The upgrade of the Chichester to Emsworth Non-Motorised User Route is an opportunity to improve safety and to encourage more cycling on this route. The improvements will be of benefit to seasoned cyclists who already use the route regularly, as well as to those who are considering cycling more in the area.

The project objectives are:

- ✓ Improving safety for cyclists, pedestrians and other road users
- ✓ Encouraging healthy and active modes of travel
- ✓ Helping to achieve ambitions set out in the West Sussex Walking and Cycling Strategy and Chichester City Local Cycling and Walking Infrastructure Plan
- ✓ Government's 'Gear Change' vision for cycling and walking – support for the benefits of active travel
- ✓ Maintain the core function of the corridor as a local A road



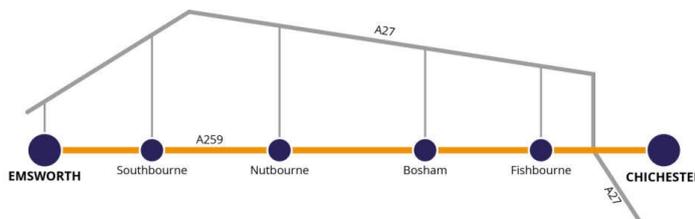
Scope of the project

The project will provide improved provision for walking and cycling between Chichester and Emsworth along the A259. This includes consideration of:

- Upgrades to cycling / walking infrastructure within the existing highway boundary;
- Improved crossings for pedestrians and cyclists;
- Relocation of elements causing pinch points, such as bus stops; and
- Motor vehicle speed limits and restrictions.

It is **not** part of the scope of this project to:

- Acquire additional land to expand the current width of the carriageway along the A259;
- Relocate statutory undertakers' equipment; or
- Change the purpose or designation of the A259 as a local A road.



What are Designated Funds?

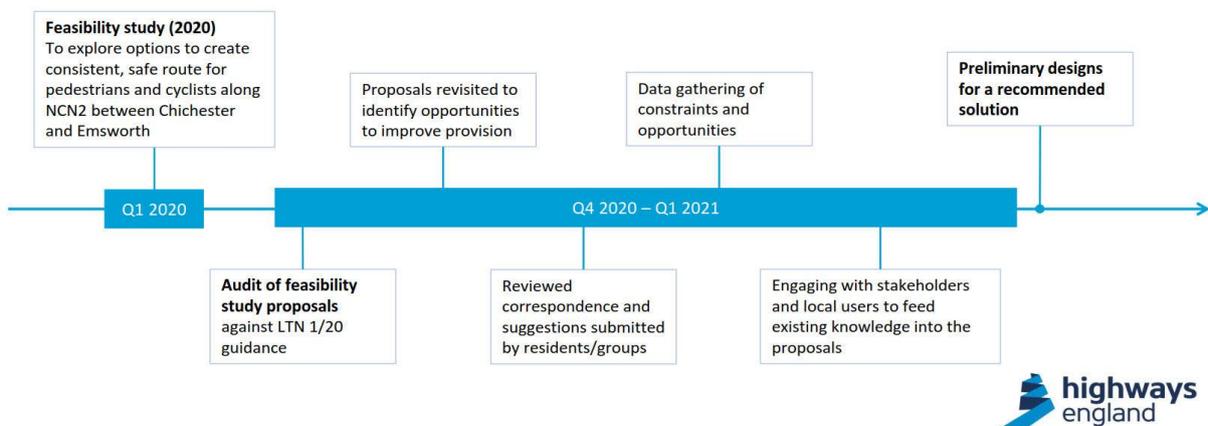
This is a Highways England fund which is separate to our core work of operating, maintaining and improving England's strategic road network. They provide ring fenced funding which we use to invest in and support initiatives that deliver lasting benefits for road users, the environment and communities across England.

For Chichester to Emsworth's non-motorised user route, we are working in partnership with West Sussex County Council and Chichester District Council to develop this project via the Designated Funds Programme.



Work done so far

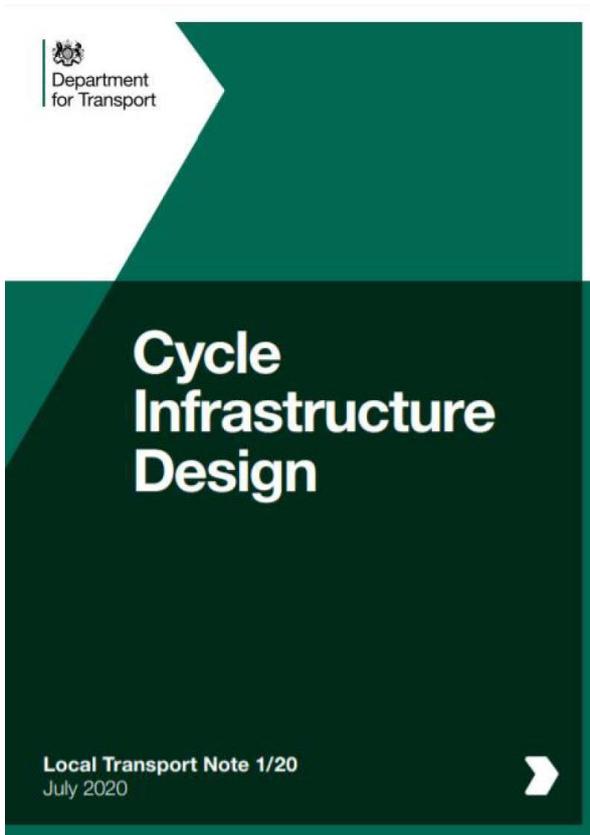
Since the feasibility study was undertaken in 2020, we have undertaken a series of reviews, audits and data gathering exercise to help in the development of preliminary designs.



Stakeholder feedback

Following the release of the feasibility study, we have received a variety of feedback on the proposals. This includes:

- Concern with shared-use paths creating conflict between cyclists and pedestrians
- Safety concern with use of pavement (conflict with driveways and doorways)
- Support for shared use paths
- Request for traffic calming measures
- An alternative scheme proposal presented by Chichester and District Cycle Forum and the Bourne Forum Working Group: a continuous segregated cycle route; reduction in speed limits; accommodating all users, parking restrictions



LTN 1/20 Guidance

LTN1/20 includes guidance and recommendations for local authorities with regards to cycle infrastructure design principles. It highlights the importance of:

- Infrastructure that is accessible for all – from 8 to 80 years old
- Achieving a connected and coherent network.

Highways England is making every effort to design the best possible scheme in line with the guidance. Our proposals are however constrained due to the existing highway boundary which does limit our ability to apply these principles across the entire route. For example, due to the space we have available, it will not be possible to provide segregated provision across the entire route for pedestrians and cyclists.

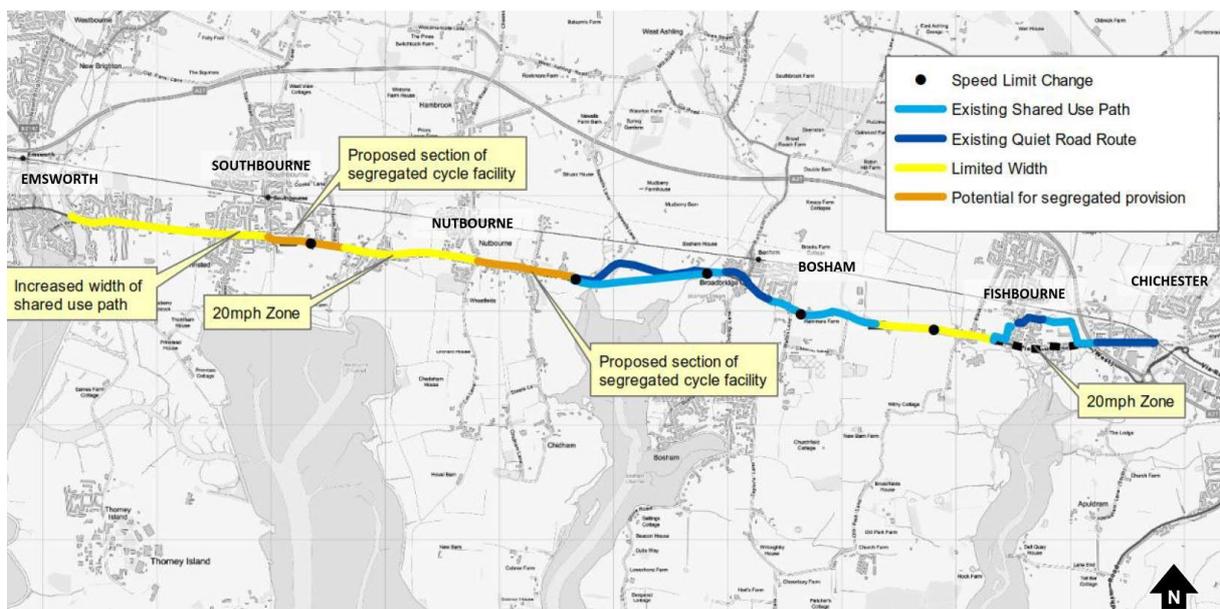
Where this is not achievable, we are proposing to provide shared use paths to provide a safer and continuous protected route. LTN 1/20 does note that shared use is acceptable where:

- Pedestrian flows are low
- To achieve continuity
- Where cycle speeds are low



Overview of our proposed improvements

We set out below an overview of the different types of improvement we are proposing between Chichester and Emsworth. The plan below provides more detail on the different sections of our proposals. Where there is limited width in the existing carriageway, we will look to provide either a shared use path or traffic calming measures.

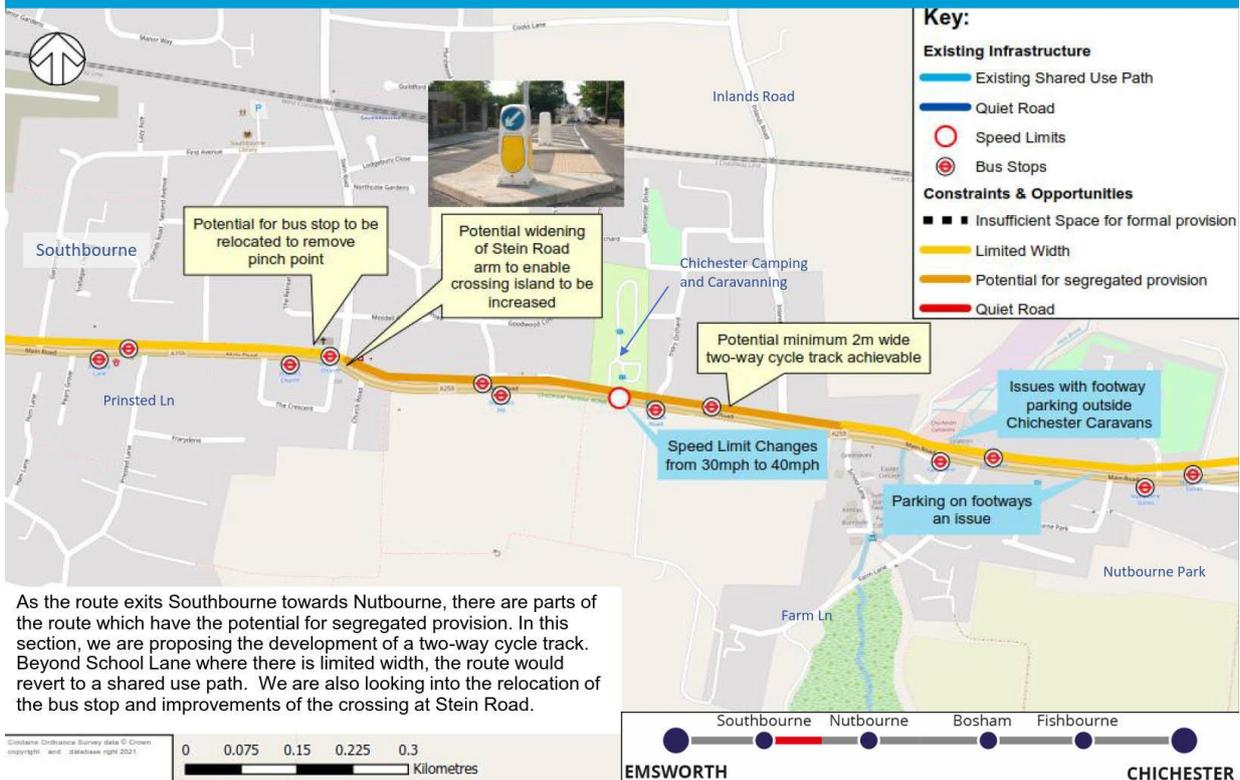


Emsworth to Southbourne Section

Between Emsworth and Southbourne, the route has several properties fronting onto the footway. In this section, we are proposing the development of shared use path which would be created by widening the existing footway into the carriageway or utilising existing verge. There is also a potential to improve the uncontrolled crossing linking to Emsworth.

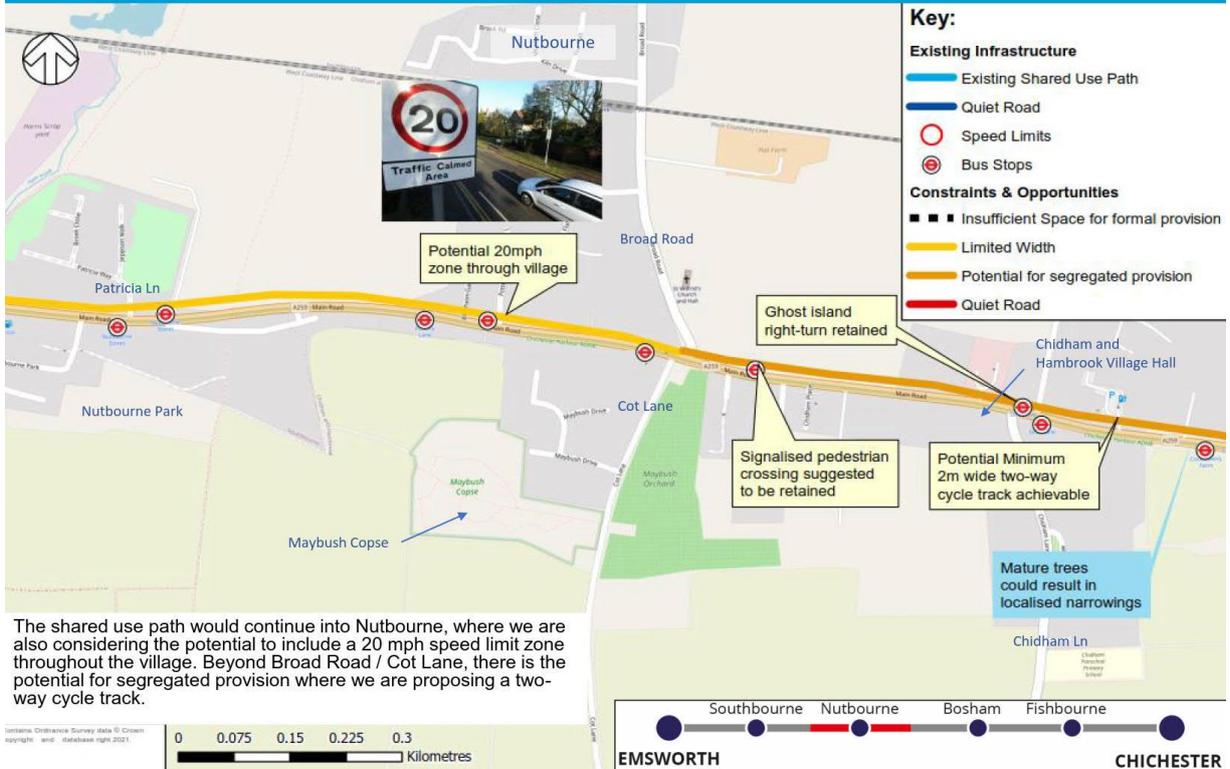


Southbourne to Nutbourne Section



As the route exits Southbourne towards Nutbourne, there are parts of the route which have the potential for segregated provision. In this section, we are proposing the development of a two-way cycle track. Beyond School Lane where there is limited width, the route would revert to a shared use path. We are also looking into the relocation of the bus stop and improvements of the crossing at Stein Road.

Entering Nutbourne and Nutbourne to Bosham Section



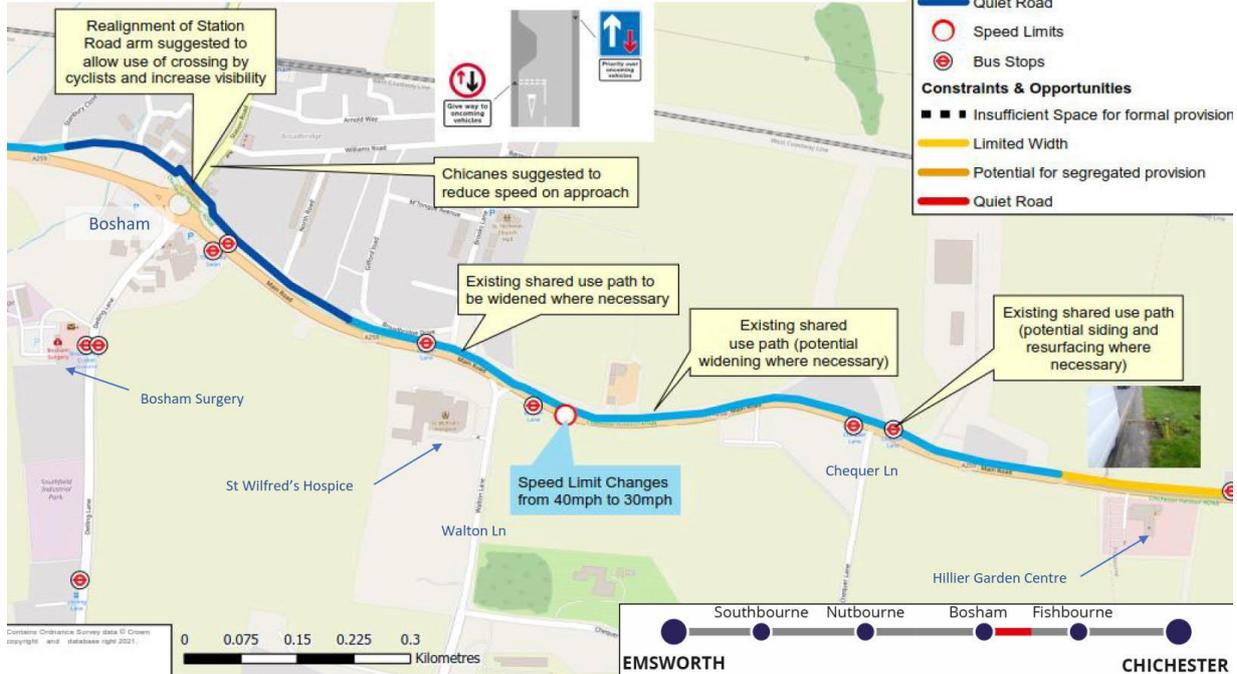
Entering Bosham Section

Entering Bosham, we propose to maintain the existing shared use path. We also propose to improve connecting paths to link to the back roads as a 'quiet route' which would join the existing shared use path before Bosham.



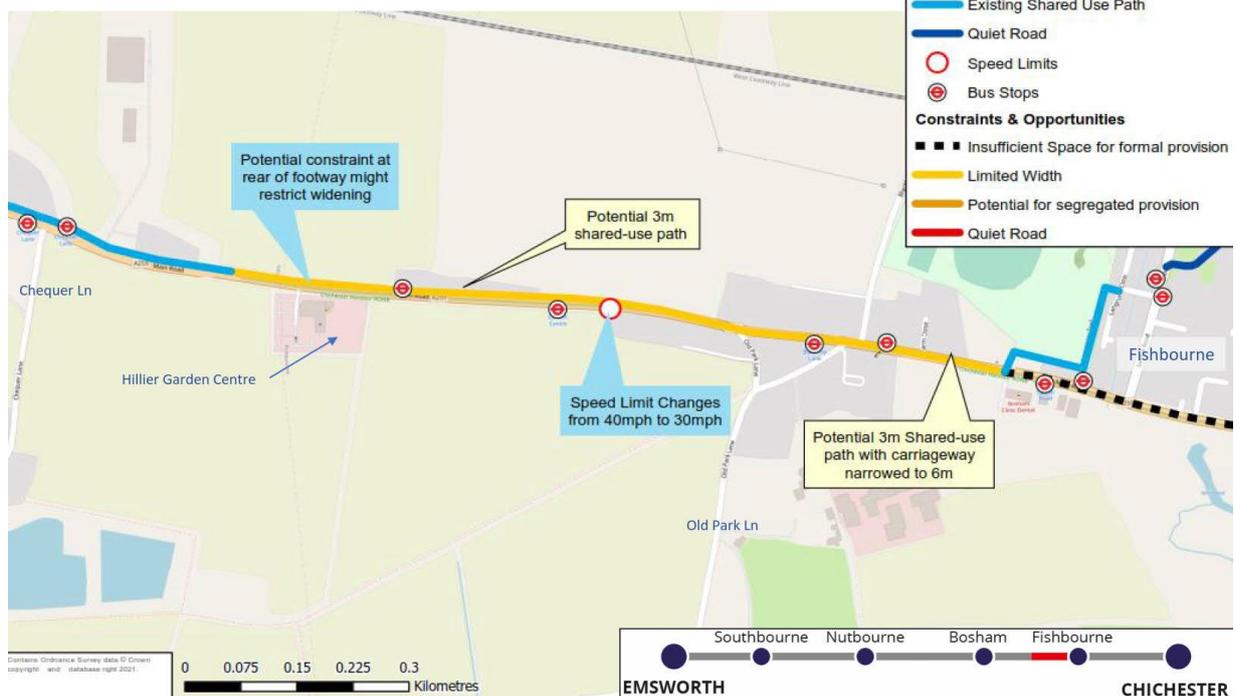
Bosham to Fishbourne Section

Between Bosham and Fishbourne, the area includes an existing shared use path. In this section, we are suggesting the use of the existing provision, which will be widened and resurfaced where necessary. We are also suggesting realignment of Station Road arm of the roundabout to allow use of crossing by cyclists and increase visibility.



Into Fishbourne Section

Past the Hillier Garden Centre, we are proposing the development of a new shared use path which would be created by widening the existing footway into the carriageway. This would then join the existing shared use path at Fishbourne.



Fishbourne to Chichester Section

Between Fishbourne and Chichester, the area includes an existing shared use path which we propose to maintain with new solar lighting installed. We are also considering improvements to the crossing linking to Roman Way, and implementing a 20mph zone through Fishbourne for cyclists who would prefer to use the main carriageway.

Key:

Existing Infrastructure

Existing Shared Use Path

Quiet Road

Speed Limits

Bus Stops

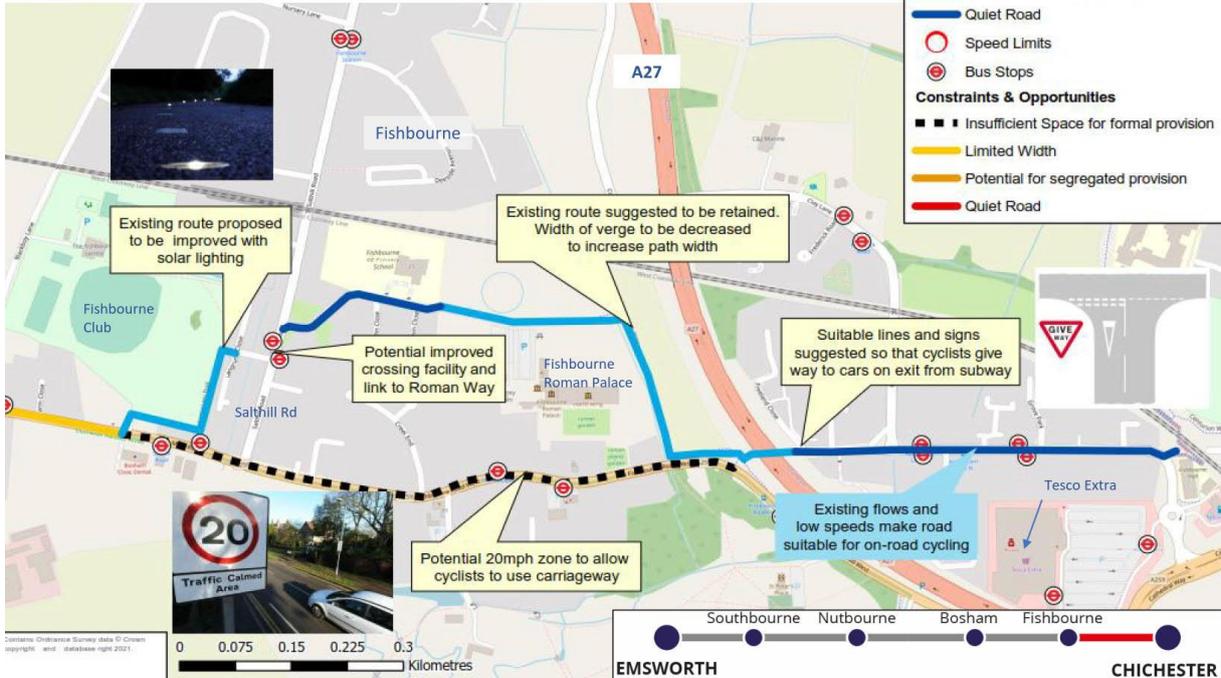
Constraints & Opportunities

Insufficient Space for formal provision

Limited Width

Potential for segregated provision

Quiet Road



Examples of potential solutions



Example of a shared use path



Example of two way cycle track



Example of solar lighting



Example of a quiet route



Example of local road narrowing

Next steps

We are currently looking to understand people's views on our early proposals. We are doing so through stakeholder workshops and feedback forms.

Alongside ongoing data gathering, we will use this information to develop our preliminary designs. We aim to complete our preliminary designs by end of March 2021.

Following preliminary designs, we are awaiting funding confirmation to proceed with the detailed design. Construction would also be subject to funding confirmation, and may be phased.

We are planning to have future engagement towards the end of 2021. Further information will be distributed once a date is firmed up.

A.2.2. Fact sheet



CHICHESTER TO EMSWORTH NON-MOTORISED USER ROUTE

Factsheet

Highways England is currently developing proposals for an upgraded route between Emsworth and Chichester to encourage walking and cycling along the A259. This project forms part of Highways England's Designated Funds programme to address social and environmental issues through improvements to its road network.

The upgrade of the Chichester to Emsworth Non-Motorised User Route is an opportunity to improve safety and to encourage more cycling on this route. The improvements will be of benefit to seasoned cyclists who already use the route regularly, as well as to those who are considering cycling more in the area.

What is the project brief?

The project will provide improved provision for walking and cycling between Chichester and Emsworth along the A259. This includes consideration of:

- Upgrades to cycling / walking infrastructure within the existing highway boundary;
- Improved crossings for pedestrians and cyclists;
- Relocation of elements causing pinch points, such as bus stops; and
- Motor vehicle speed limits and restrictions.

It is **not** part of the scope of this project to:

- Acquire additional land to expand the current width of the carriageway along the A259;
- Relocate statutory undertakers' / utilities equipment; or
- Change the purpose or designation of the A259 as a local A road.

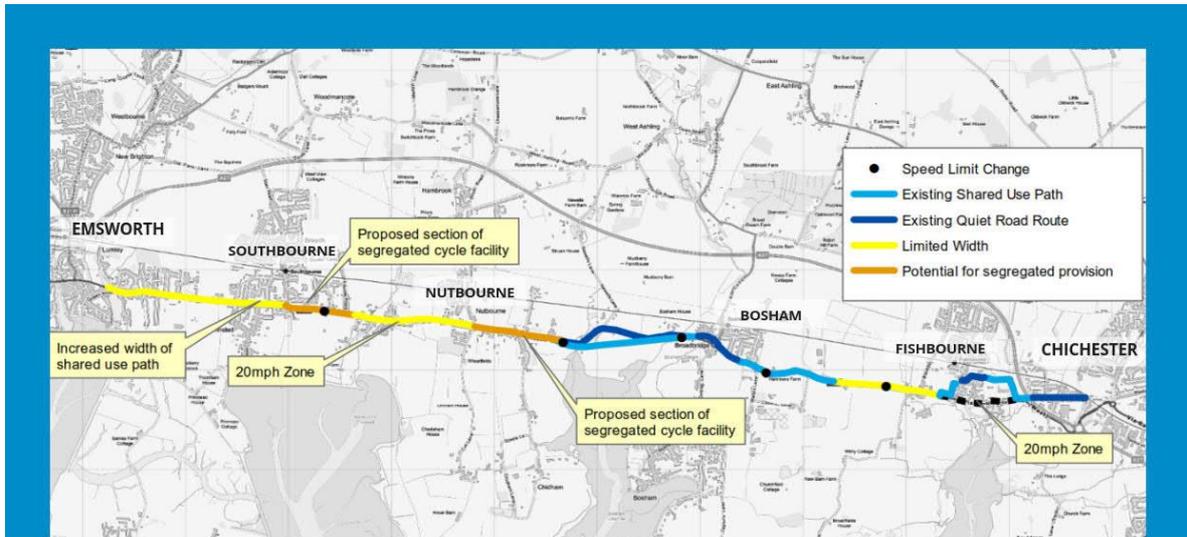
What are Designated Funds?

This is a Highways England fund which is separate to our core work of operating, maintaining and improving Highways England's strategic road network. They provide ring fenced funding what we use to invest in and support initiatives that deliver lasting benefits for road users, the environment and communities across England.

For Chichester to Emsworth Non-Motorised User Route, we are working in partnership with West Sussex County Council and Chichester District Council to develop this project via the Designated Funds Programme.

The project has been allocated funding for the design phase from the Users and Communities fund theme. Construction funding has yet to be secured and will be subject to further bidding.

The fund has a dedicated website which can be found at <https://highwaysengland.co.uk/designated-funds/>



Our current proposals look to provide segregated cycle facilities (two-way cycle tracks) where there is sufficient width in the carriageway. Elsewhere we are proposing to provide and maintain sections of shared use paths. We are also considering speed limits, improvements to crossings and relocation of bus stops. You can find more details of our proposals in the project slides that accompany this factsheet.

What standards are the proposals being designed to?

The project will seek to meet the guidance detailed for local authorities in the Government Local Transport Note 1/20 (Cycle Infrastructure Design). Beyond that, the Design Manual for Roads and Bridges and the West Susses Cycle Design Guide will also be considered.

How do you determine what type of provision is appropriate?

There are a variety of factors which we need to consider when determining what provision is most appropriate. This includes traffic conditions (such as speed and vehicle flow), the range of different users that will be using the corridor, and location.

We need to consider the range of users that will use the corridor and new facility. LTN 1/20 advocates infrastructure suitable for people from 8 to 80. We therefore need to ensure that any provision caters for the most vulnerable users, and an Equality Impact Assessment is being undertaken. Our proposals take this into account to provide a balanced solution.

Are you required to comply with LTN 1/20?

LTN1/20 provides guidance and recommendations for cycle standards for local authorities, as opposed to requirements for compliance. Recognising that LTN 1/20 sets out current best practice guidance, we will seek to apply these recommendations wherever possible within the scope and constraints of the scheme.

Our proposals are however constrained to the existing highway boundary which does limit our ability to apply these standards across the entire route. Highways England is making every effort to design the best possible scheme in line with the guidance. Where we are not able to apply LTN 1/20 recommendations, we will provide clear justification as to why the guidance cannot be met, in line with LTN 1/20 recommendations.

I thought LTN 1/20 ruled out shared use paths?

Paragraph 6.5.5 of the guidance details where this provision is acceptable, if well designed and implemented. This includes use on interurban and arterial roads such as the A259, and where its provision provides continuity of a cycle route.



I would like to see a segregated provision for cyclists throughout the entire route.

Wherever possible we have sought to provide segregated, protected cycle tracks. Due to the space we have available for this scheme, it will not be possible to provide segregated provision across the entire route. Where this is not achievable, we are proposing to provide shared use paths to provide a safer and continuous protected route.

What happens at narrow sections where you cannot accommodate any allocated provision?

Our proposals aim to provide a continuous protected route. Where there is insufficient space to provide either a segregated cycle track or a shared use path, we are utilising existing, less direct routes for cyclists to use for their onward connections.

We are also proposing speed management at some locations to allow more confident cyclists to continue on the main carriageway in accordance with LTN 1/20 recommendations. However, these will need to be self-enforcing and will require Sussex Police/statutory consultee support.

How do we know the proposals will be safe?

All proposals will be subject to independent road safety audit at each stage in the design process. The WSCC road safety audit team will be involved in the approval of any audit outputs.

Why are you not looking to make more strategic changes?

Through the Designated Funds programme, Highways England's role is to consider and provide improvements for cycling and walking along the A259 between Chichester and Emsworth within the existing road space only. More strategic changes would need to be progressed by the local authorities as part of their wider infrastructure planning.

Our proposals do not preclude any larger scale improvements from being undertaken in the future.

In developing our proposals, we have rigorously considered numerous factors and constraints. Our preliminary designs reflect the best achievable measures to improve walking and cycling between Chichester and Emsworth within the constraints of the existing corridor.

We are keen to understand community and stakeholder views on our proposals as we progress the designs. However, given that the current scope of the project is to work within the existing highways boundary and within the Designated Funds Programme, we do not think it will be possible to provide any significant additional measures as part of our proposals.

You can find more details of our proposals and next steps in the project slides that were enclosed alongside this factsheet.

A.2.3. Questionnaire

A27 Chichester-Emsworth NMU Questionnaire

The survey will take approximately 4 minutes to complete.

1. Please provide your name.

2. Please provide your organisation's name (if applicable).

3. Please provide your postcode.

4. Please provide the age group you belong to:

- Under 18 years old
- 18 – 24 years old
- 25 – 34 years old
- 35 – 44 years old
- 45 – 54 years old
- 55 – 64 years old
- 65 – 74 years old
- 75 years old or older
- prefer not to say

5. What modes of transport do you currently use on the A259 between Chichester and Emsworth (please select all that apply):

- Car
- Bicycle
- Walking
- Public Transport
- Wheelchair
- HGV / LGV
- Motorcycle
- Other

6. If other modes of transport please specify

7. What are the main reasons that you travel on the A259 between Chichester and Emsworth? (Please select all that apply)

- Commute to / from work
- Education
- Shopping / leisure / entertainment
- Business / commercial
- Visiting friends / family
- Other

8. If other reasons please specify

9. Of the existing issues identified for cyclists and pedestrians along the route, which do you think are the most important to consider as part of these improvements? (Please arrange your answers in an order of importance to you by using the arrows).

Width of road	↑ ↓
Width of cycleway	
Quality / condition of the road	
Quality / condition of the cycle way	
Traffic calming (e.g. speed management)	
Vehicle parking	
Road crossings	
Congestion points (e.g. bus stops)	

10. How important are our project objectives to you?

	Very important	Important	Low importance	Not important	Not sure
Encouraging cycling and walking, including for vulnerable road users	<input type="radio"/>				
Improving safety for all road users	<input type="radio"/>				
Enabling movement across the area	<input type="radio"/>				
Creating a smoother, smarter, more sustainable road network	<input type="radio"/>				
Maintain the A259 corridor as a local A road	<input type="radio"/>				

11. To what extent do you agree / disagree that the current proposals will help to encourage more cycling and walking along the route?

0	1	2	3	4	5	6	7	8	9	10
---	---	---	---	---	---	---	---	---	---	----

12. To what extent do you agree / disagree that our current proposals will improve safety for cyclists, pedestrians and other road users?

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Cyclists	<input type="radio"/>				
Pedestrians	<input type="radio"/>				
Vulnerable road users	<input type="radio"/>				
Other road users	<input type="radio"/>				

13. With regards to improvements for walking and cycling, do you think that there are any areas of the A259 between Chichester and Emsworth that should be prioritised?

	Yes	No
Emsworth to Southbourne	<input type="radio"/>	<input type="radio"/>
Southbourne Village	<input type="radio"/>	<input type="radio"/>
Southbourne to Nutbourne	<input type="radio"/>	<input type="radio"/>
Nutbourne Village	<input type="radio"/>	<input type="radio"/>
Nutbourne to Bosham	<input type="radio"/>	<input type="radio"/>
Bosham Village	<input type="radio"/>	<input type="radio"/>
Bosham to Fishbourne	<input type="radio"/>	<input type="radio"/>
Fishbourne Village	<input type="radio"/>	<input type="radio"/>
Fishbourne to Chichester	<input type="radio"/>	<input type="radio"/>

14. What do you think are the biggest opportunities or challenges that should be considered as part of the proposals?

Enter your answer

15. Do you have any additional comments about the current proposals for the A259 Chichester to Emsworth Non-Motorised User Route?

Enter your answer

You can print a copy of your answer after you submit

Submit

Never give out your password. [Report abuse](#)

A.3. Themes

A.3.1. Emerging themes from the questionnaire (Question 14)

Theme	No. of times mentioned in Q14
Concern with shared path	37
Concern with space	30
The need to provide continuous route and connectivity into the city	30
Safety for cycling	28
The need to encourage cycling and walking / sustainable travel	26
Concern with driveways	24
Safety in general	23
Safety for pedestrians	22
The need for segregation	22
Concern with traffic	20
The need for traffic calming / to enforce traffic calming measures	20
The need for segregation for pedestrians/cyclists	19
Concern with proposals	17
Comment outside of current proposals	17
Concern with parking on Cycle lanes	13
Concern with crossings	12
The need for segregation for cars/cyclists	11
Concern with use of cycling provisions	10
Limited scope of proposals/ Reluctance to spend money/HE attitude/proposals need to be thought through	9
Concern with proposals hindering cyclists (stopping and starting)	9
The need to follow regulations/ LTN 1/20	8

Theme	No. of times mentioned in Q14
The need to consider demand	8
Concern with cyclist attitude/speed	6
Concern with cost / funding	6
The need to future proof proposals	6
Concern with two-way cycle paths	5
The need to consider cycling for leisure and commute	5
Suggestions about changing the road status	5
Suggestions for improving existing cycle network	5
Safety for vulnerable users (including blind/partially sighted)	4
The need to accommodate double buggies/tricycles/cycle trailers	4
The need to achieve balance for all transport modes	4
The need to reduce resilience on fossil fuels	4
The need for physical segregation	3
Concern with quality of provision	3
Support for proposals	2
Concern with cycling provisions/signs	2
The need to consider climate change	2
The need to consider the Dutch cycle network	2
Suggestions to encourage sustainable travel modes	2
Comments about maintenance	2
Support for pedestrian safety measures taken	1
Comments about access	1
Existing situation is better than proposals	1
Location specific concern (Fishbourne near Salthill Road and Roman Palace)	1
The need to take motorists into account	1
The need to consider weather	1
The need to provide alternatives to car	1
Suggestions to take space from cars	1
Suggestions to reduce bus costs	1
Strategic route (needs to be taken into account)	1
The need to consider eBikes, eScooters etc	1
Concern with information presented to the public/ materials/ questionnaire	1

A.3.2. Emerging themes from the questionnaire (Question 15)

Theme	No. of times mentioned in Q15
Concern with shared path	39
Concern with proposals	39
Safety in general	22

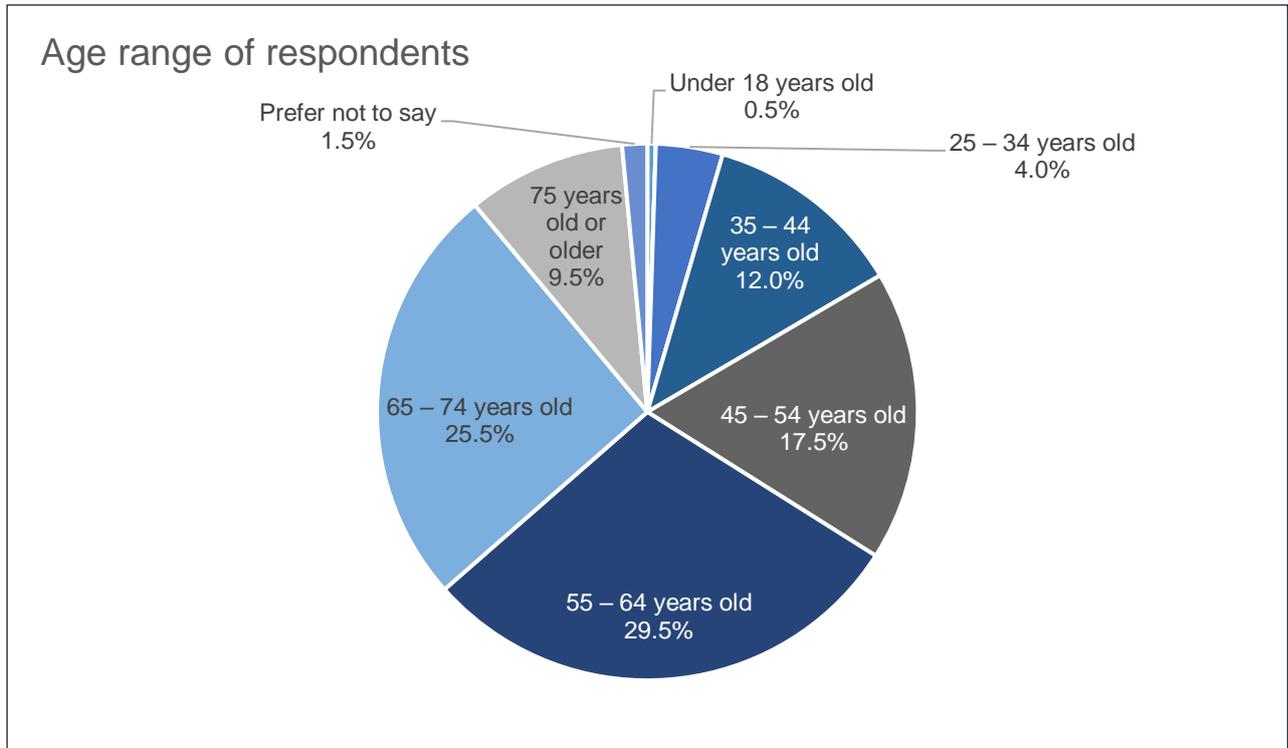
Theme	No. of times mentioned in Q15
The need to follow regulations/ LTN 1/20	19
Support for proposals	18
Safety for cycling	17
The need for segregation for pedestrians/cyclists	17
Safety for pedestrians	16
Concern with driveways	16
The need for traffic calming / to enforce traffic calming measures	15
Concern with space	14
Concern with cost / funding	13
The need for segregation	12
Concern with use of cycling provisions	12
Concern with proposals hindering cyclists (stopping and starting)	11
Safety for vulnerable users (including blind/partially sighted)	8
Concern with crossings	8
Comment outside of current proposals	8
Limited scope of proposals/ Reluctance to spend money/HE attitude/proposals need to be thought through	7
The need to consider demand	7
Concern with traffic	6
The need to provide continuous route and connectivity into the city	6
The need to encourage cycling and walking / sustainable travel	6
No comment	6
The need to take motorists into account	5
The need to consider cycling for leisure and commute	5
Concern with cyclist attitude/speed	4
Concern with parking on Cycle lanes	4
Suggestions about changing the road status	4
Suggestions to encourage sustainable travel modes	4
Support for pedestrian safety measures taken	3
Support for cyclist safety measures taken	3
The need for segregation for cars/cyclists	3
The need to provide alternatives to car	3
The need to consider the Dutch cycle network	3
Suggestions for improving existing cycle network	3
The need for physical segregation	2
Concern with cycling provisions/signs	2
Location specific concern (Fishbourne near Salthill Road and Roman Palace)	2
The need to future proof proposals	2
Suggestions to take space from cars	2
Strategic route (needs to be taken into account)	2

Theme	No. of times mentioned in Q15
The need to consider eBikes, eScooters etc	2
Concern with information presented to the public/ materials/ questionnaire	2
Proposals not valid due to current situation	1
Concern with quality of provision	1
Concern with length of route	1
Concern with maintenance	1
The need to make the route attractive	1
The need to accommodate double buggies/tricycles/cycle trailers	1
The need to achieve balance for all transport modes	1
Solution from Cycle forum	1
Local trips over A status	1
More information required	1

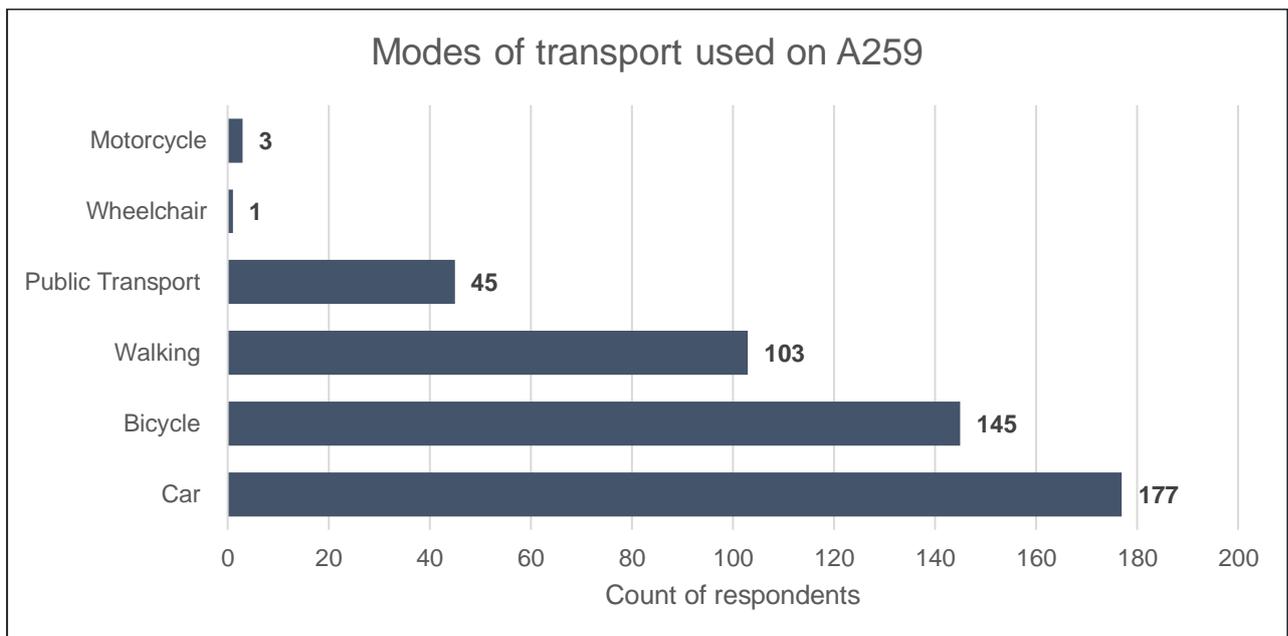
A.4. Questionnaire respondents

The first section of the questionnaire asked respondents to provide information about themselves and their current use of the A259. This information helps us understand the demographic of respondents, as well as their interests in the proposals. The first three questions asked respondents to provide personal information, such as name and postcode, which have not been included in the analysis.

Question 4 asked respondents to provide their age range. Respondents were across a variety of age ranges and the breakdown is shown below.



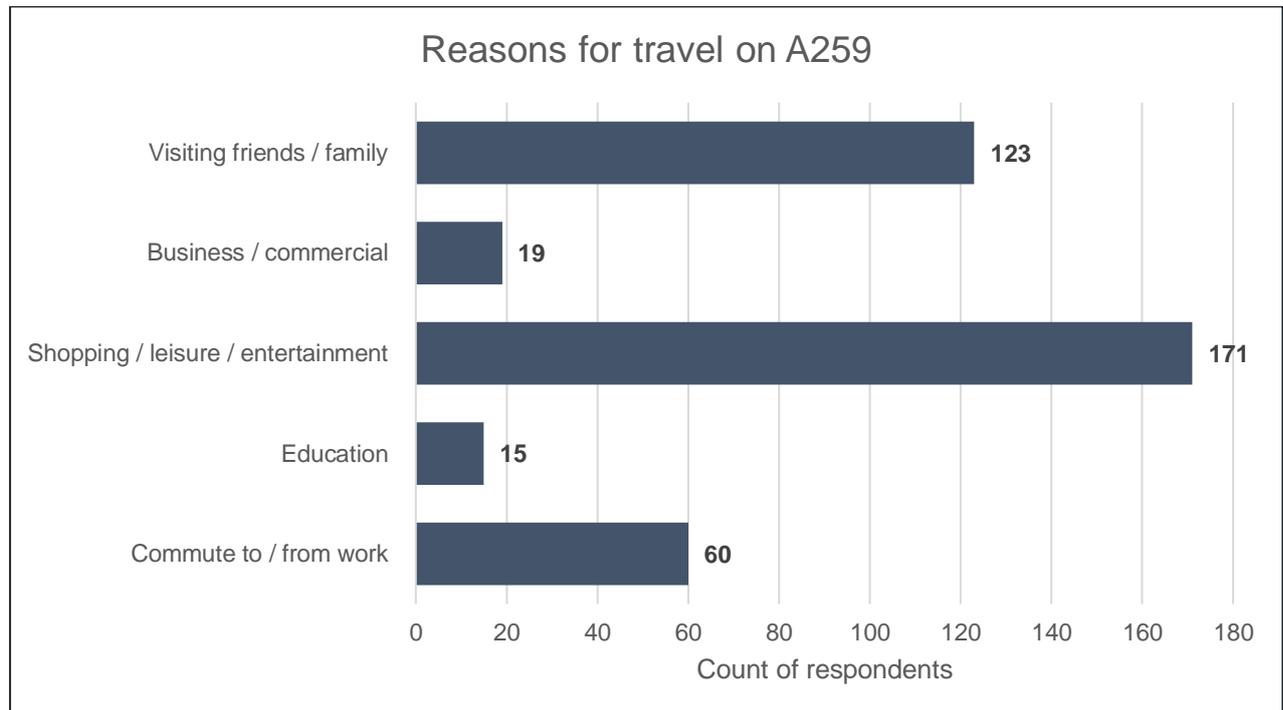
Question 5 asked respondents what transport modes they currently use on the A259 between Chichester and Emsworth. Respondents noted that they currently use various different modes of transport, with the most selected mode of transport being the car. They also highlighted bicycle and walking in their responses. A breakdown of responses can be seen below.



Question 6 asked respondents if there were any other transport modes that have not been mentioned in the previous question that were used. Respondents highlighted running, occasional cycling and using the minibus.

Question 7 asked respondents to provide their main reasons for travel on the A259 between Chichester and Emsworth.

Respondents noted various reasons for travel on the A259 between Chichester and Emsworth, with shopping/ leisure/ entertainment being the most selected option. Their responses also suggested visiting friends/ family as another main reason for travel.



Question 8 provided the respondents with an opportunity to advise on any other reason for travel, that was not listed in the above question. Respondents mentioned exercising, running different errands and leisure as other reasons for travel.

Appendix B. Wider engagement

B.1. Engagement materials

B.1.1. Engagement web page



A259 Chichester to Emsworth Walking and Cycling Improvements

Introduction

An upgraded cycling and walking route along the A259 between Chichester and Emsworth is proposed as part of Highways England's Designated Funds programme.

Initial engagement on the proposals took place earlier this year and Highways England, in conjunction with West Sussex County Council, is now engaging on detailed proposals for the project.

Why the improvements are needed

The existing route between Chichester and Emsworth forms part of the National Cycle Network (NCN) Route 2. The route, which comprises a mix of on and off-road cycle provision, connects to several rail stations on the Chichester to Havant railway line.

The proposals are designed to provide a coherent and safe route for pedestrians and cyclists. Currently, despite being a signed and designated cycle route, the NCN Route 2 is formed of narrow shared use paths, poor cycle design and abrupt gaps within the cycle infrastructure.

The proposals for the A259 route seeks to improve the safety of cyclists and pedestrians, whilst also maintaining the A259's function as a strategic diversion route for the A27. The specific objectives of the improvements are to:

- Improve safety for cyclists, pedestrians and other road users
- Encourage healthy and active modes of travel – in line with the Government's 'Gear Change' vision for cycling and walking
- Support the West Sussex Walking and Cycling Strategy and Chichester City Local Cycling and Walking Infrastructure Plan
- Maintain the core function of the corridor as a local A road

Funding the improvements

Highways England is working in partnership with West Sussex County Council to develop this project via the [Designated Funds programme](#).

This is a Highways England fund that is used to support initiatives that deliver lasting benefits for road users, the environment and communities across England.

Subject to the outcome of this engagement, West Sussex County Council would also be making a financial contribution towards the improvements.

Developing the proposals

Highways England has engaged with a range of stakeholder groups to inform the development of the design. Earlier this year, two interactive online workshops with key stakeholders were held and an online community engagement exercise via a questionnaire was undertaken. More than 200 responses were recorded and the feedback and suggestions gathered have been used to inform and refine the preliminary design.

Aligning with Government guidance

In 2020, the Department for Transport released updated guidance and good practice for the design of cycle infrastructure in support of the Cycling and Walking Investment Strategy and the Government's vision for cycling and walking, '[Gear Change](#)'.

The guidance, known as [Local Transport Note 1/20](#), sets out five principles which represent the essential requirements to achieve more people travelling by cycle or on foot. These principles state that networks and routes should be:

- Coherent
- Direct
- Safe
- Comfortable
- Attractive

Inclusive design and accessibility run through all five of these core design principles. Designers should always aim to provide infrastructure that meets these principles and therefore caters for the broadest range of people.

The design process has complied with the principles of LTN 1/20 throughout the route, with the aim of creating high-quality and inclusive walking and cycling infrastructure between Chichester and Emsworth. Shared use facilities have been proposed as a last resort only, on sections where physical and operational constraints have determined this.

Proposed improvements

The length of the A259 Chichester to Emsworth Route has been divided into sections to help make the proposed improvements easier to interpret. These sections are described below. Please click on the section headings to open a map of the proposal.

EMSWORTH – SOUTHBOURNE

Proposals

- Widening of the existing uncontrolled pedestrian crossing on Main Road, at the junction with Lumley Road and Queen Street, to make it safer for pedestrians and enable cyclists to cross
- Improved crossings at side roads with the installation of flush kerbs, tactiles and using desire lines
- A continuous shared use path, for use by both pedestrians and cyclists, between Emsworth and Southbourne along the northern side of the carriageway as shown in the artist's impression below
- Relocation of the existing bus stop adjacent to St John's Church to the east, in order to accommodate the shared use path

Rationale behind the proposal

- Due to the available carriageway and footway space, a shared use path is proposed in this section
- In addition, a shared use path was chosen as pedestrian volumes are low and it enables existing provision to be improved
- On-carriageway cycle lanes have not been proposed along this section due to the safety issues associated with the high vehicle flows of the A259
- Due to the level of infrastructure that would be required to reduce vehicle speeds along this straight section, the introduction of a 20mph zone is not considered feasible



Artist's impression of the continuous shared use path along the northern side of the carriageway, looking east between Emsworth and Southbourne

SOUTHBOURNE – NUTBOURNE

Proposals

- A combination of segregated cycle track and shared use path along the north side of the carriageway
- Widening of the Stein Road arm of the A259/The Crescent mini roundabout to provide a new 3m wide crossing island
- Provision of a dropped kerb from Stein Road to provide improved access for cyclists onto the A259 Main Road
- A segregated cycle track along the A259, between the junctions with New Road and School Lane. Space for the track would be created by reallocating carriageway space to ensure the footway width is maintained as shown in the artist's impression below
- A shared use path between the junctions of School Lane and Broad Road would be provided by widening the existing footway into the carriageway

Rationale behind the proposal

- Due to the available carriageway and footway space, a segregated cycle track is only possible at the proposed points along this section
- Due to the level of infrastructure that would be required to reduce vehicle speeds along this straight section, the introduction of a 20mph zone is not considered feasible



Artist's impression of the segregated cycle track on the northern side of the carriageway, looking east between the junctions with New Road and School Lane

NUTBOURNE – BOSHAM

Proposals

- A combination of segregated cycle track and shared use path along the north side of the carriageway
- A segregated cycle track between the bus stop east of Broad Road and the bus stop west of Drift Lane (350 m) and again east of Drift Lane (370m) before transitioning back to a shared use path west of Cutmill Creek.
- From Cutmill Creek eastwards to the A259/Station Road/Delling Lane roundabout, cyclists would have a choice of shared use path or quiet road routes would be available, as is currently the case. Vegetation clearance from the southern carriageway verge to increase the usable width of the existing shared use path as shown in the artist's impression below
- The track level would be raised to avoid existing surface water flooding issues on the quiet road route
- Reduction in the speed limit from 40mph to 30mph west of Cutmill Creek linking with the proposed 20mph zone within Nutbourne village.

Rationale behind the proposal

- Due to the available carriageway and footway space, a segregated cycle track is only possible at the proposed points along this section
- The route along the southern side of the A259 is retained as an additional route for cyclists
- Due to the nature of the section of route, including relatively few property frontages and high traffic volumes, the speed limit between Cutmill Creek and the approach to the A259 / Station Road / Delling Lane roundabout would be maintained as 60mph.



Artist's impression of the pedestrian and cycle crossing at Cutmill Creek with a choice of shared use path or quiet road routes eastwards to Bosham.

BOSHAM – FISHBOURNE

Proposals

- A combination of new and enhanced shared use path sections along the north side of the carriageway.
- Realignment of the Station Road arm of the A259/Delling Lane/Station Road roundabout enabling cyclists to cross and to increase visibility.
- Signing of the existing quiet route both east and west of the A259/Delling Lane/Station Road roundabout along Old Bridge Road and Penwarden Way.
- The existing shared use path would be cleared of vegetation creep and widened into the grass verge to create a facility typically of 3.5m width
- Removal of signage denoting the shared use path and cycle route via Chequer Lane with a safer route via Walton Lane signed instead
- On the approach to Hillier Garden Centre, removal of the existing mandatory cycle lanes
- Reallocation of carriageway space to extend the existing shared use path eastwards to Fishbourne, linking with the existing Legionary Trail shared use path
- The 40mph/30mph speed limit transition to be moved 400m westwards from its existing location to a point outside the garden centre.
- The existing speed limit transition point proposed to become the gateway to a 20mph zone for Fishbourne village.

Rationale behind the proposal

- Between Chequer Lane and Fishbourne, a shared use path was chosen as pedestrian volumes are low and it enables existing provision to be improved.

FISHBOURNE – CHICHESTER

Proposals

- Improvements are proposed for both the existing Legionary Trail shared use path routing to the north of the A259 and along the A259 itself to offer alternative route options
- On the A259, the carriageway centreline would be removed within the 20mph zone to encourage lower vehicle speeds
- A new crossing to link the on-carriageway route through the village with the shared use path continuing westwards to Bosham
- Replacement of the right turn lane markings on the Fishbourne Road (West) approach to Salthill Road with surfacing and a physical island to reduce vehicle speeds as shown in the artist's impression below
- Widening of the existing footway to connect with Roman Way to improve facilities for pedestrians and cyclists
- Priority to be given to the Freeland Close arm of the A259 junction
- Fishbourne Road East would be retained as a quiet on-carriageway route for cyclists

Rationale behind the proposal

- Due to available carriageway and footway space a shared use path, improvements to links to the quiet road link are proposed in this section
- Existing traffic flows and reduced vehicle speeds due to visual narrowings and a reduced speed limit also makes this section suitable for on road cycling



Artist's impression of the traffic calming in Fishbourne looking west from the Salthill Road junction.

Alternative Formats:

If you require any of the information for this project in an alternative format, please contact us on 0300 123 5000 or via email at A27DesignatedFunds@highwaysengland.co.uk and we will do our best to assist you. If you are deaf or hard of hearing and have an NGT texting app installed on your computer, laptop or smartphone, you can contact us on 18001 0300 123 5000.

Accessibility statement:

We are committed to making this website accessible, in accordance with the Public Sector Bodies (Websites and Mobile Applications) (No.2) Accessibility Regulations 2018. Please view the West Sussex County Council Accessibility Statement for further details, Information about the accessibility of the Your Voice Engagement Hub can be found by clicking on the Accessibility tab at the bottom of the page.

Where it exists, we will provide details of any non-accessible project content which is not full accessible under a heading of Non-accessible content below.

Key Dates	Start Date	End Date
	22 July 2021	23 September 2021

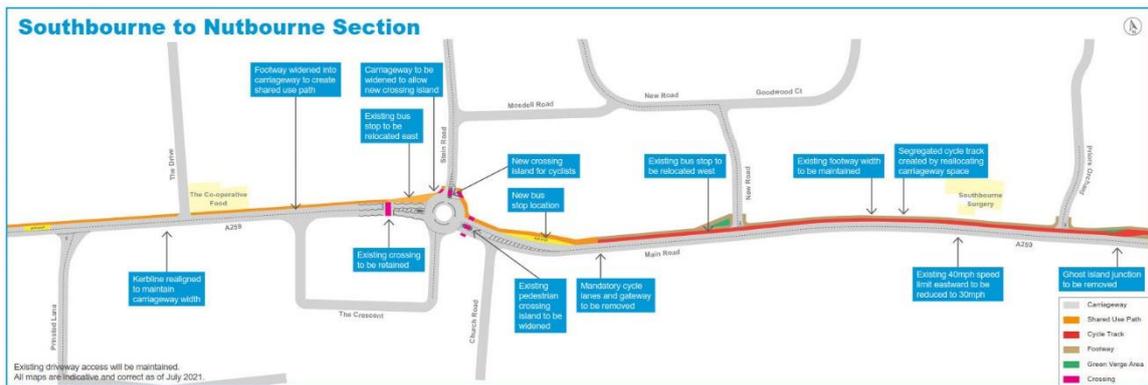
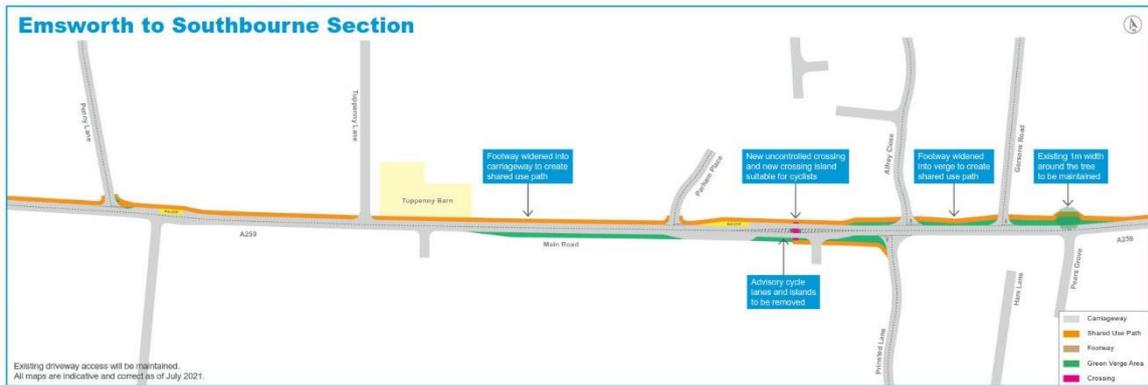
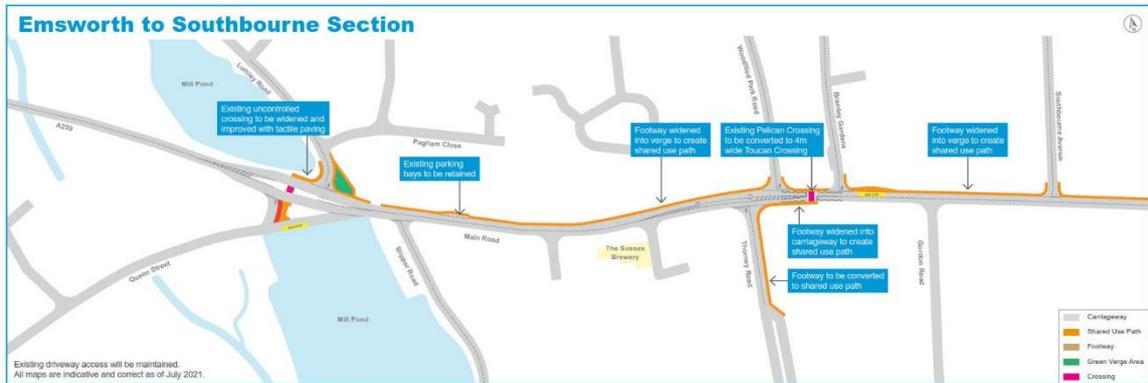
Contact Details Email: A27DesignatedFunds@highwaysengland.co.uk
Tel: 0300 123 5000

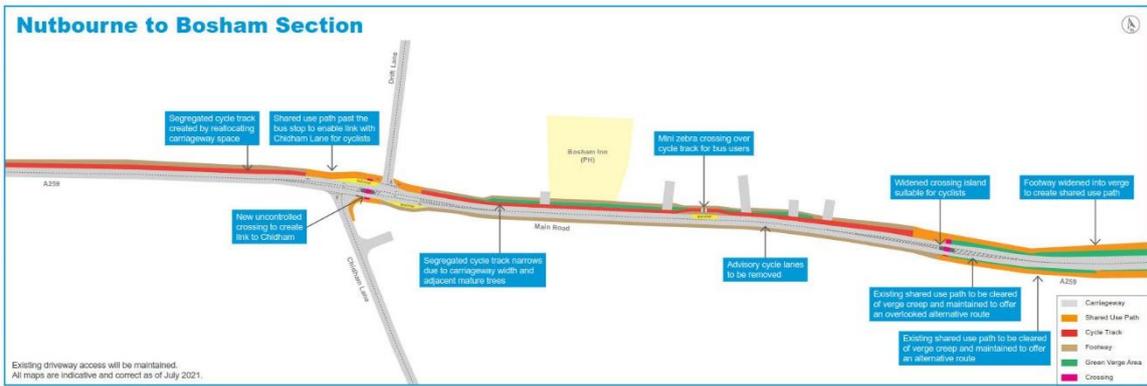
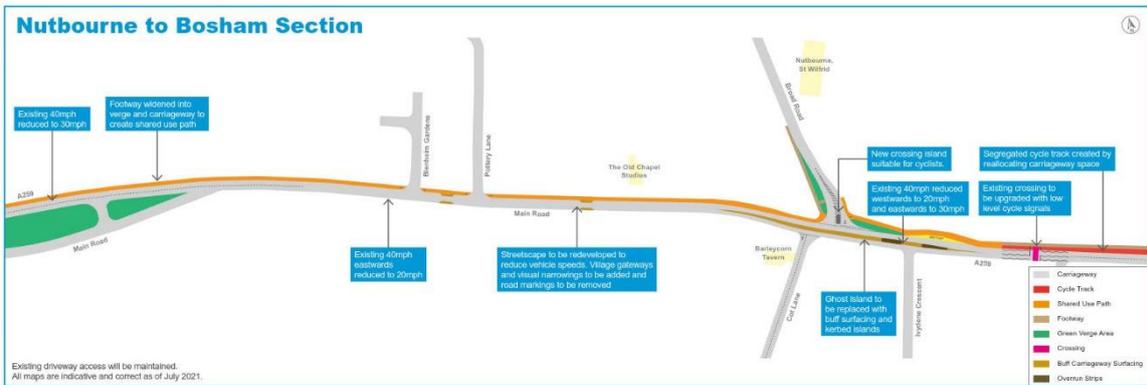
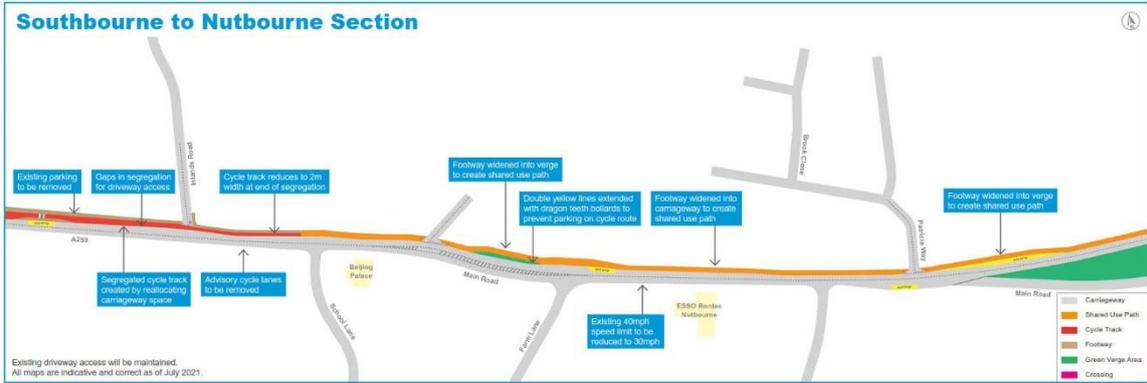
Webinars

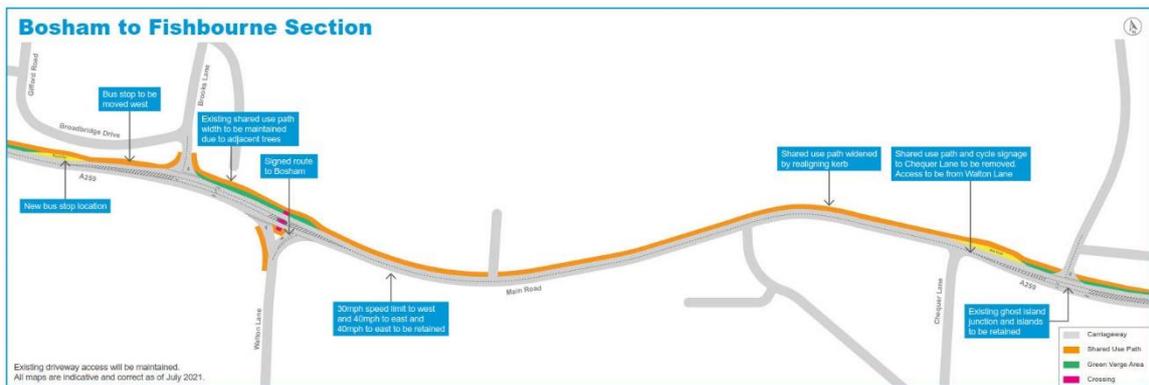
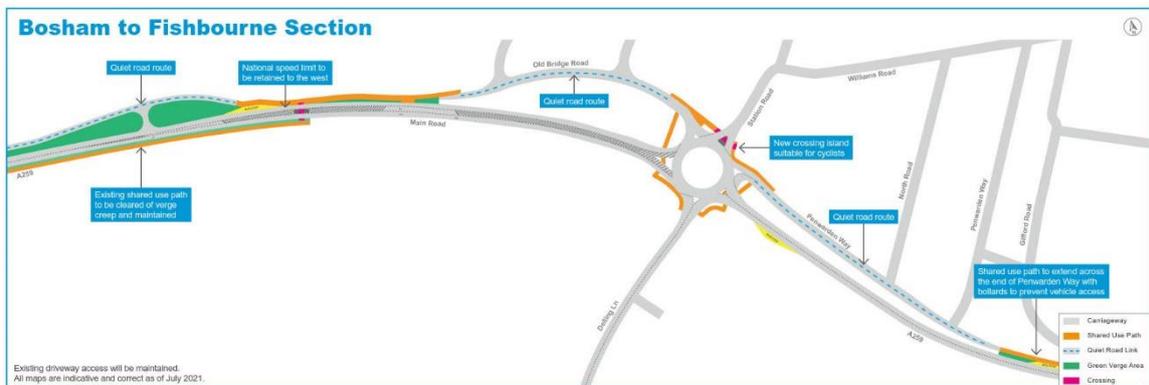
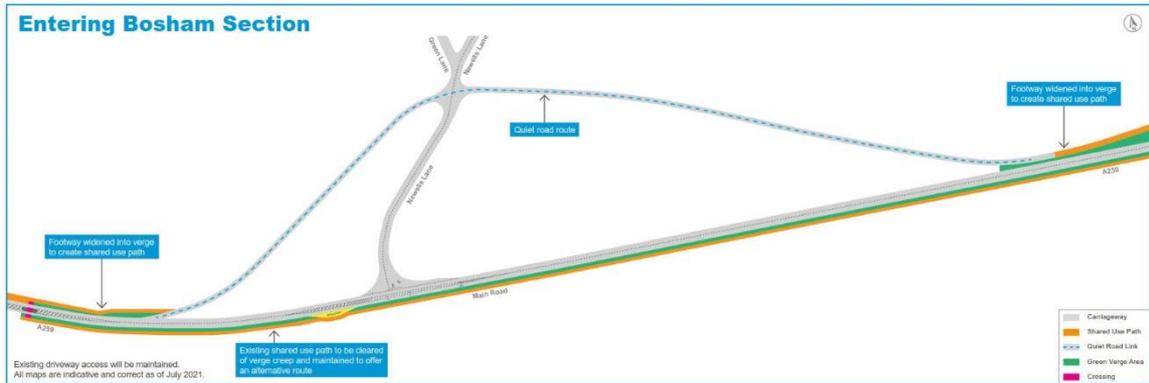
MS Teams Webinar 6-7pm
16 August 2021

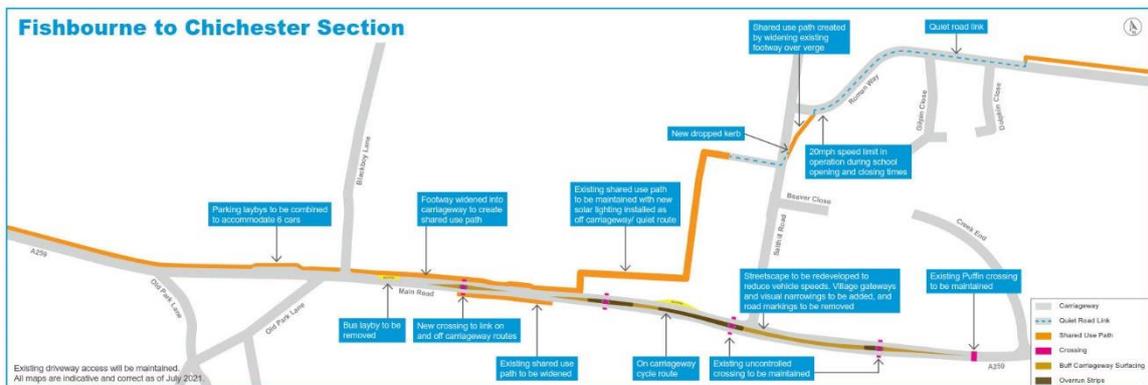
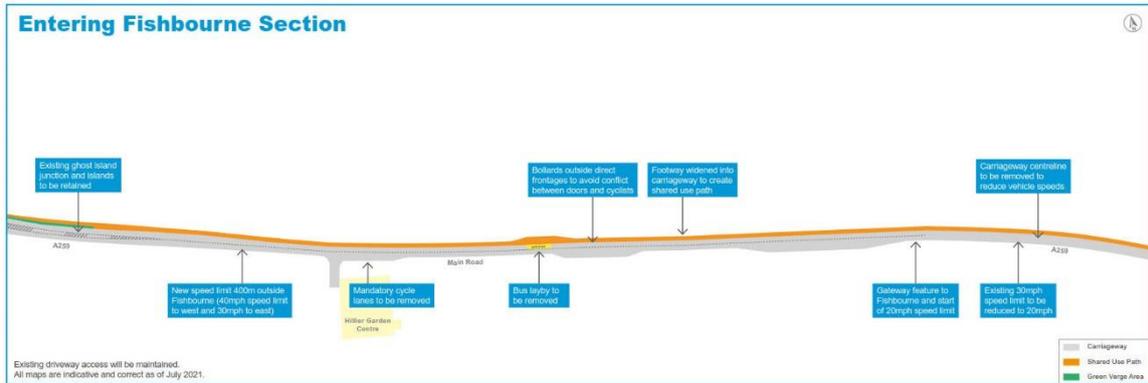
MS Teams Webinar 6-7pm
03 September 2021

B.1.2. Proposed plans









B.1.3. Questionnaire

Chichester to Emsworth Walking and Cycling Improvements Questionnaire

Share your views

An upgraded cycling and walking route along the A259 between Chichester and Emsworth is proposed as part of National Highways' Designated Funds programme. Initial engagement on the proposals took place earlier this year and National Highways, in conjunction with West Sussex County Council, is now engaging on detailed proposals for the project.

Please ensure you have reviewed the information about the proposals before completing the questionnaire. The information is available on our website: <https://yourvoice.westsussex.gov.uk/chichestertoemsworth>

The information about the proposals is also available in alternative formats on request. Please get in touch via the contact details below, or by calling 0300 123 5000, if you need the information in an alternative format.

The engagement is open from 22 July - 9 September 2021. You can share your views in the following ways:

- Complete the questionnaire online via: <https://yourvoice.westsussex.gov.uk/chichestertoemsworth>
- Complete this form and return by email to A27designatedfunds@highwaysengland.co.uk
- Complete this form and return by post to:
A27 Designated Funds team, National Highways, Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ

Data privacy notice

We are committed to protecting your personal information. Whenever you provide such information, we are legally obliged to use it in line with all applicable laws concerning the protection of personal data, including the General Data Protection Regulation (GDPR).

How will National Highways use the information we collect about you?

We will use your personal data collected via this engagement for a number of purposes, including to:

- analyse your feedback
- produce a report, based on our analysis of responses (individuals will not be identified in the report)

Any personal information you include in this form may be handled and used by (or made available to) the following recipients to record, analyse and report on the feedback we receive:

- National Highways
- West Sussex County Council
- WSP, our consultants who are supporting us with the project
- Our legal advisers

It is also possible that trusted third party providers, for example construction companies, may later use the contact details provided in your responses to communicate with you about the project.

What rights do I have over my personal data?

Under the terms of the GDPR, you have certain rights over how your personal data is retained and used by National Highways. For more information, see our full data privacy statement:

www.highwaysengland.co.uk/about-us/privacy-notice

Further information

If you have any questions about the engagement, you can contact us by email at A27designatedfunds@highwaysengland.co.uk or call us on **0300 123 5000**.

The following questions will help us to understand the range of people and organisations who have submitted responses. The information you provide will not be used for any purpose other than informing our analysis of responses.

1. Are you responding as an individual or on behalf of a business/ organisation?

- Individual
- Business /Organisation
- Other

2. If responding as an individual, please provide your name:

Name:

3. If responding on behalf of a business/ organisation, please provide the name:

Organisation:

4. If responding as other, please specify below:

Other:

5. Please provide us with your postcode. This will help us understand if there are different views from residents in different areas.

Postcode:

6. Which of these age groups applies to you? *Please select **one** option.*

- | | | | |
|---|--------------------------------|--------------------------------|-----------------------------------|
| <input type="checkbox"/> 12 or under (Please do not answer any further questions) | <input type="checkbox"/> 13-15 | | |
| <input type="checkbox"/> 16-24 | <input type="checkbox"/> 25-34 | <input type="checkbox"/> 35-49 | <input type="checkbox"/> 50-59 |
| <input type="checkbox"/> 60-64 | <input type="checkbox"/> 65-74 | <input type="checkbox"/> 75-84 | <input type="checkbox"/> 85+ over |
| <input type="checkbox"/> Prefer not to say | | | |

About the proposals

7. How important are the project objectives to you?

	Very Important	Important	Neither important nor unimportant	Unimportant	Very unimportant	Don't know	N/A
Improving safety for cyclists, pedestrians and other road users	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Encouraging healthy and active modes of travel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Supporting the West Sussex Walking and Cycling Strategy and Chichester City Local Cycling and Walking Infrastructure Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maintaining the core function of the corridor as a local A road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8. To what extent do you agree / disagree that the current proposals would help to encourage more cycling and walking along the route?

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9. To what extent do you agree / disagree that the current proposals would improve safety for cyclists, pedestrians and other road users?

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know	N/A
Cyclists	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vulnerable road users	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other road users	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Emsworth to Southbourne

Between Emsworth and Southbourne, the route has several properties fronting onto the footway. In this section, we are proposing the development of a shared use path which would be created by widening the existing footway into the carriageway or utilising existing verge. There is also a potential to improve the uncontrolled crossing linking to Emsworth.

10. To what extent do you agree with the proposals for this section?

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Southbourne to Nutbourne

As the route exits Southbourne towards Nutbourne, there are parts which have the potential for segregated provision. In this section, we are proposing the development of a two-way cycle track. Beyond School Lane where there is limited width, the route would revert to a shared use path. We are also looking into the relocation of the bus stop and improvements of the crossing at Stein Road.

11. To what extent do you agree with the proposals for this section?

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Nutbourne to Bosham

The shared use path would continue into Nutbourne, where we are considering a 20mph speed limit zone throughout the village. Beyond Broad Road / Cot Lane, there is the potential for segregated cycle provision.

12. To what extent do you agree with the proposals for this section?

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Entering Bosham

Entering Bosham, we propose to maintain the existing shared use path. We also propose to improve connecting paths to link to the back roads as a 'quiet route' which would join the existing shared use path before Bosham.

13. To what extent do you agree with the proposals for this section?

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Bosham to Fishbourne

Between Bosham and Fishbourne, the area includes an existing shared use path. In this section, we are suggesting the use of the existing provision, which would be widened and resurfaced where necessary. We are also suggesting realignment of Station Road arm of the roundabout to allow use of crossing by cyclists and increase visibility.

14. To what extent do you agree with the proposals for this section?

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Into Fishbourne

Past the Hillier Garden Centre, we are proposing the development of a new shared use path which would be created by widening the existing footway into the carriageway. This would then join the existing shared use path at Fishbourne.

15. To what extent do you agree with the proposals for this section?

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Fishbourne to Chichester

Between Fishbourne and Chichester, the area includes an existing shared use path which we propose to maintain with new solar lighting installed. We are also considering improvements to the crossing linking to Roman Way and implementing a 20mph zone through Fishbourne for cyclists who would prefer to use the main carriageway.

16. To what extent do you agree with the proposals for this section?

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

17. Do you have any additional comments about the current proposals for walking and cycling improvements along the A259 between Chichester and Emsworth?

About this engagement

18. How did you hear about the engagement (*please select all that apply*)?

- Postcard
- Poster
- Social media
- Word of mouth
- Councils/ Councillors
- Email
- Other (please specify):

19. Which modes of transport do you currently use on the A259 between Chichester and Emsworth (*please select all that apply*):

- | | |
|--|--|
| <input type="checkbox"/> Car | <input type="checkbox"/> Cargo bike |
| <input type="checkbox"/> Bicycle | <input type="checkbox"/> E-bike |
| <input type="checkbox"/> Walking | <input type="checkbox"/> E-scooter |
| <input type="checkbox"/> Public transport | <input type="checkbox"/> Mono wheels |
| <input type="checkbox"/> Wheelchair | <input type="checkbox"/> Bicycle towing trailers |
| <input type="checkbox"/> HGV / LGV | <input type="checkbox"/> Sport bicycle |
| <input type="checkbox"/> Motorcycle | <input type="checkbox"/> Tricycle |
| <input type="checkbox"/> Other (please specify): | <input type="text"/> |

20. What are the main reasons that you travel on the A259 between Chichester and Emsworth? *(Please select all that apply)*

- | | |
|---|----------------------|
| <input type="checkbox"/> Commute to / from work | |
| <input type="checkbox"/> Education | |
| <input type="checkbox"/> Shopping / leisure / entertainment | |
| <input type="checkbox"/> Business / commercial | |
| <input type="checkbox"/> Visiting friends / family | |
| <input type="checkbox"/> Other (please specify): | <input type="text"/> |

More about you

It is important that we understand how these initial ideas could affect different people within our community which is why we are asking you these questions. If you do not feel comfortable providing this data, then please select 'prefer not to say'. The information we collect will be confidential and any data published cannot be traced back to you.

21. What is your sex? *Please select **one** option.*

Male Female Prefer not to say

22. Is the gender you identify with the same as your sex registered at birth? *Please select **one** option.*

Yes No Prefer not to say

If you have selected 'No' you can use the space below to provide the term you use to describe your gender.

23. To which of these ethnic groups do you feel you belong? *Please select **one** option.*
(Source: 2011 Census)

- | | |
|---|---|
| <input type="checkbox"/> White English | <input type="checkbox"/> Mixed White & Black Caribbean |
| <input type="checkbox"/> White Scottish | <input type="checkbox"/> Mixed White & Black African |
| <input type="checkbox"/> White Welsh | <input type="checkbox"/> Mixed White & Asian |
| <input type="checkbox"/> White Northern Irish | <input type="checkbox"/> Mixed Other* |
| <input type="checkbox"/> White Irish | <input type="checkbox"/> Black or Black British Caribbean |
| <input type="checkbox"/> White Gypsy/Roma | <input type="checkbox"/> Black or Black British African |
| <input type="checkbox"/> White Irish Traveller | <input type="checkbox"/> Black or Black British Other* |
| <input type="checkbox"/> White Other* | <input type="checkbox"/> Arab |
| <input type="checkbox"/> Asian or Asian British Indian | <input type="checkbox"/> Chinese |
| <input type="checkbox"/> Asian or Asian British Pakistani | <input type="checkbox"/> I prefer not to say |
| <input type="checkbox"/> Asian or Asian British Bangladeshi | <input type="checkbox"/> Other* |
| <input type="checkbox"/> Asian or Asian British | |

*Other – If your ethnic group is not specified on the list, please describe it below:

The Equality Act 2010 describes a person as disabled if they have a long standing physical or mental condition that has lasted, or is likely to last, at least 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day-to-day activities.

People with some conditions (cancer, multiple sclerosis and HIV/AIDS, for example) are considered to be disabled from the point that they are diagnosed.

24. Do you consider yourself to be disabled as set out in the Equality Act 2010? *Please select **one** option.*

Yes No Prefer not to say

25. Are your day-to-day activities limited because of a health problem or a disability which has lasted, or expected to last, at least 12 months?

Yes – limited a lot No
 Yes – limited a little Prefer not to say

Thank you for taking the time to complete this questionnaire!

B.2. Engagement promotion

B.2.1. Poster

Chichester to Emsworth NMU Public Consultation

We are consulting on the proposed walking and cycling improvements along the A259 between Chichester and Emsworth.

Please take this opportunity to share your views and help shape the improvements



Find out more and have your say at:

<https://yourvoice.westsussex.gov.uk/chichestertoemsworth>

For information in alternative formats please contact us using the details below:

Email: A27designatedfunds@highwaysengland.co.uk

Telephone: 0300 123 500

The engagement closes **9 September 2021**.



B.2.2. Postcard



SHARE YOUR VIEWS



Highways England and West Sussex County Council are working in partnership to improve travel options for non-motorised users along the along the A259 between Chichester and Emsworth.

Your views are wanted on plans which aim to improve pedestrian and cycle journeys along the six mile route.

Feedback received through the engagement will assist Highways England and West Sussex County Council in determining the future of the scheme.



Find out more and have your say at:

[www.yourvoice.westsussex.gov.uk/
chichestertoemsworth](http://www.yourvoice.westsussex.gov.uk/chichestertoemsworth)

For information in alternative formats please contact us using the details below:

Email: A27designatedfunds@highwaysengland.co.uk

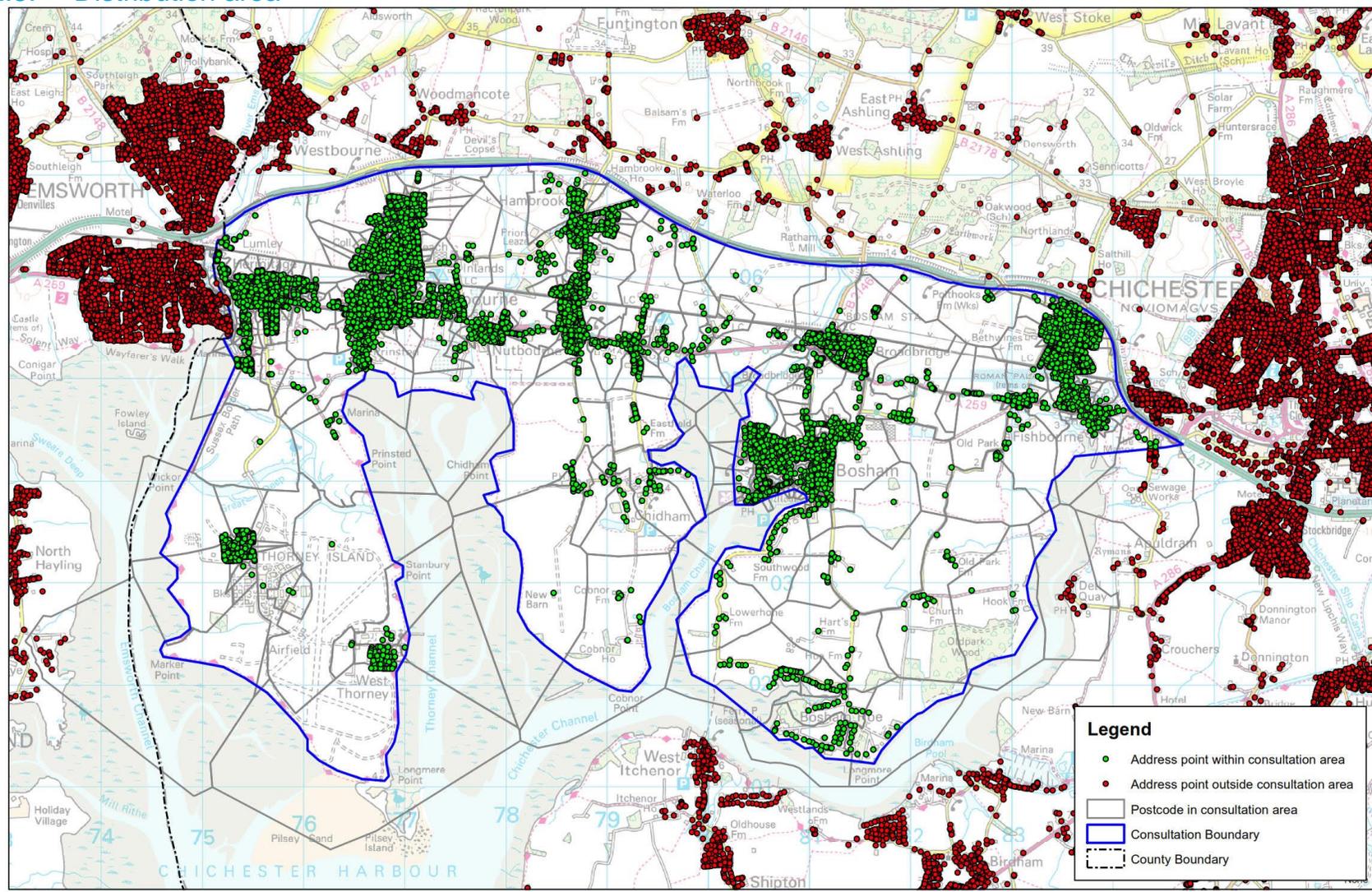
Telephone: 0300 123 5000

You can collect a printed copy of the questionnaire at the following locations:

- Southbourne Library
- Southbourne Parish Council
- Fishbourne Parish Council
- Chichester Library
- Chichester District Council

The engagement closes **9 September 2021**.

B.2.3. Distribution area



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B.2.4. Press releases and social media



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Chichester and Emsworth cycle route: Highways England extends consultation period

A new end date has been set for a public consultation on plans for a cycle route between Chichester and Emsworth.



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Chichester and Emsworth cycle route: Highways England extends consultation period

A new end date has been set for a public consultation on plans for a cycle route between Chichester and Emsworth.

By Sam Morton
Thursday, 5th August 2021, 5:56 pm





National Highways: South-East

August 26 · 🌐



Do your plans for the Bank Holiday weekend include getting out on your bicycle for a journey along the A259 between Chichester and Emsworth? If they do you might be interested in the plans for improvements designed to make journeys better for pedestrians and cyclists. In partnership with West Sussex County Council we're seeking views on proposals to upgrade the current National Cycle Network Route 2, from the River Ems just east of Emsworth to Fishbourne Road East, just north of the Tesco Extra on the A27 in Chichester.

More details on what's being considered is available at <https://yourvoice.westsussex.gov.uk/chichestertoemsworth> where you can also complete a questionnaire to provide feedback. The scheme is being funded through our Designated Funds which covers four areas of Users and communities; Environment and wellbeing; Innovation and modernisation and Safety and congestion. Since 2015 it has funded more than 2,000 initiatives, including 160 schemes that directly supported cycling. More information about the benefits designated funds are bringing is available at www.highwaysengland.co.uk/designated-funds

The chance to help shape the proposals along the A259 between Chichester and Emsworth runs until 23 September.



👍 Like

💬 Comment

➦ Share



National Highways: South-East

September 21 · 🌐



Time is running out to have your say on plans for improvements to pedestrian and cyclist travel between Chichester and Emsworth. In partnership with West Sussex County Council since July we've been seeking feedback on the scheme which aims to make enhancements to pedestrian and cycle journeys along six miles of the A259 which is part of the current National Cycle Network Route 2.

Details on the plans are available at <https://yourvoice.westsussex.gov.uk/chichestertoemsworth> There is also an online questionnaire available along with the details of the scheme. However, after seven weeks, the chance to share your views closes on 23 September.



B.3. Full frequency of themes and responses

Themes with responses (including verbatim example comments)	Response	Questionnaire responses (No. of mentions/ %)	Written responses (No. of mentions/ %)
Separate space needed for pedestrians and cyclists	Response from National Highways and West Sussex County Council		
<p>Respondents raised concerns about pedestrians and cyclists using the same space:</p> <ul style="list-style-type: none"> • <i>'A mix of cycling and pedestrians on the same carriageway is not ideal.'</i> • <i>'Very concerned with cycle lanes shared with pedestrians'</i> • <i>'Shared use is not good enough.'</i> 	<p>LTN 1/20 states that a "well-constructed shared use facility designed to meet the needs of cycle traffic may be adequate where pedestrian numbers are very low."</p> <p>The current design is based on low pedestrian flows observed from numerous site visits as formal counts have not been possible during the pandemic. We would therefore plan to conduct pedestrian counts during the detailed design and adjust accordingly.</p> <p>Shared-use paths are the option of last resort where insufficient space exists which is the case on sections between Chichester and Emsworth.</p>	119 mentions 13%	20 mentions 13%
Alternative suggestions	Response		
Various alternative suggestions, outside the scope of the proposals, including improvements to bus lanes, routes to the south of the A27, requests for widening roads and excluding shared use path etc	Many of the alternative suggestions either are not suitable for all users due to lack of protection achieved or they propose widths which don't accord with best practice. Therefore, they would not meet the remit of the scheme, nor the requirements of LTN1/20 or local standards.	96 mentions 10%	10 mentions 6%
Proposal not safe	Response		
Respondents thought that the proposals will not address safety concerns:	Both major junctions on the A259 (i.e. Bosham roundabout and Stein Road roundabout) are very	84 mentions 9%	18 mentions 12%

<ul style="list-style-type: none"> • <i>‘Significant safety concerns for cyclists and pedestrians remain present at junction crossings.’</i> • <i>‘Extremely dangerous proposals.’</i> • <i>‘The proposals are very poor and do not support cyclist or pedestrian safety.’</i> 	<p>constrained. Despite that, we have managed to provide a betterment on existing provisions, removing the need for cyclists to negotiate roundabouts, but rather crossing one arm of the roundabout.</p> <p>The current on-road, narrow cycle lanes are not a safe solution as vehicles pass very closely. These lanes are 1.5m wide (or less in places) and in order for these to be made safe and meet guidance, the minimum width would need to be 2m plus some form of segregation. This would mean a total width required of around 2.3m.</p>		
<p>Support</p>	<p>Response</p>		
<p>Respondents expressed their support for the scheme:</p> <ul style="list-style-type: none"> • <i>‘Excellent proposals to improve matters.’</i> • <i>‘This is a wonderful plan.’</i> • <i>‘This is a brilliant plan.’</i> 	<p>Support for the scheme is welcomed. The project would bring together the community in making the first step towards acknowledging that all road users matter and that walking, cycling and any other alternative modes of transport are equally important. We would be providing a safe space for everyone who is either commuting, cycling for leisure or just taking a stroll.</p>	<p>48 mentions 5%</p>	<p>2 mentions 1%</p>
<p>Existing issue -Traffic</p>	<p>Response</p>		
<p>Respondents shared concerns with the existing traffic situation, including speeds and congestion:</p> <ul style="list-style-type: none"> • <i>‘The speeds on the road can be very high’</i> • <i>‘Current arrangements are totally inadequate due traffic density, speed and proximity to the A27 Fishbourne roundabout.’</i> • <i>‘speeds and large lorries are a concern’</i> 	<p>Our scheme seeks to reduce speeds along the A259 through the introduction of 20mph zones in some villages and removal of 40mph speed limit in Southbourne. The scheme will reduce the width of carriageway in several places either through widening the existing footway or taking road space for a cycle track which will further contribute to reducing speeds.</p>	<p>46 mentions 5%</p>	<p>6 mentions 4%</p>
<p>Separate space needed for cars and cyclists</p>	<p>Response</p>		

<p>Respondents raised concerns about cars and cyclists using the same space:</p> <ul style="list-style-type: none"> • <i>‘Segregated lanes are the only real way to improve safety for both cyclists - from cars’</i> 	<p>The need to separate cyclists and cars is why the shared use paths were chosen in preference to retaining the existing marked cycle lanes as these afford no protection. Unfortunately, in several sections of the scheme, which would make them unsafe and undeliverable.</p>	<p>43 mentions 5%</p>	<p>5 mentions 3%</p>
<p>Misuse/speeding/attitude</p>	<p>Response</p>		
<p>Respondents showed reservations regarding the attitude of cyclists and speeding, as well as the possibility of misuse of provisions:</p> <ul style="list-style-type: none"> • <i>‘I have VERY nearly KILLED a cyclist illegally riding on the pavement.’</i> • <i>‘I am frequently shouted at by cyclists riding on the pavement, even though there is a cycle lane at this point.’</i> • <i>‘Also some cyclists do not have any regard for pedestrians and expect everyone to move out of the way for them, even though at present it is a pavement not a cycle way.’</i> 	<p>If the scheme progresses to construction, then consideration would be given to a suitable campaign to raise awareness of the need to share the space considerately. The current cycle lanes are of poor quality hence the tendency for cyclists to use the footway. Our proposals would reduce conflict points.</p>	<p>37 mentions 4%</p>	<p>5 mentions 3%</p>
<p>Lack of continuity of provisions</p>	<p>Response</p>		
<p>Respondents shared their views on the need to have continuous provisions, with some expressing concern that the proposals will not address this:</p> <ul style="list-style-type: none"> • <i>‘On this route cyclists will have to stop/dismount at every road junction’</i> 	<p>Cyclists would not need to stop and dismount but to simply slow down on the approaches to side roads to check for approaching traffic. Those that wish to remain on the road could do so, but this scheme also caters for the less confident cyclists who currently do not cycle along the route.</p>	<p>36 mentions 4%</p>	<p>1 mention 1%</p>

<ul style="list-style-type: none"> • <i>'your current proposals are discontinuous and interrupt the natural flow of a good cycle route.'</i> • <i>'The idea is to make the journey continuous without having to unclip except at the roundabouts - without this, regular cyclist will simply continue to use the road'</i> 			
Existing issue - Safety	Response		
<p>Respondents emphasised that safety along the route is currently an issue:</p> <ul style="list-style-type: none"> • <i>'It is currently too dangerous for us as a family to cycle from Emsworth to Chichester.'</i> • <i>'This pinch point is already hazardous and will become more so if more houses are built along the A259.'</i> • <i>'The current surfaces are unsatisfactory to very dangerous'</i> 	<p>The scheme would improve safety by providing for the continuous segregation of cyclists from traffic on the A259 and would allow for families to cycle the route together. The existing footways would then be resurfaced once they had been widened to create shared use paths.</p>	<p>35 mentions 4%</p>	<p>11 mentions 7%</p>
Concern about money/funding	Response		
<p>Respondents expressed concerns regarding money and funding:</p> <ul style="list-style-type: none"> • <i>'Not needed waste of tax payers money'</i> • <i>'Seems to be a lot of money'</i> • <i>'A total waste of money and will endanger all users of the shared foot and cycle paths'</i> 	<p>Understanding what value for money the proposal represent is part of the appraisal that we normally do on all our schemes at National Highways. The Benefit Cost Ratio is used as an indicator showing the relationship between the relative costs and benefits of a proposed project, expressed in monetary or qualitative terms. If a project has a BCR greater than 1.0, the project is expected to deliver a positive value. The project is expected to have a BCR no less than 2.</p>	<p>25 mentions 3%</p>	<p>5 mentions 3%</p>

Proposed speed limit reduction	Response		
<p>Respondents showed support for the speed limits allocated along the route, with some proposing an extension of some of the speed restrictions or proposing alternative/ specific reductions:</p> <ul style="list-style-type: none"> • <i>‘Allocation of as many as is practical 20mph zones would enhance safety and improve air quality for all.’</i> • <i>‘I am pleased that there at are least some 20mph speed limit proposals’</i> • <i>‘In which case you may as well make the whole stretch 20 mph and make it safe for everyone’</i> 	<p>Stakeholder suggestions have been considered carefully, and we believe that the introduction of 20mph sections at either end of the Hermitage to Southbourne section merits further investigation. Should the scheme proceed to detailed design we would, together with WSCC, investigate the feasibility of introducing additional 20mph sections in Hermitage and Southbourne.</p> <p>The WSCC speed limit policy (Microsoft Word - Speed Limit Policy 2010 .doc (modern.gov.co.uk)) requires average speeds to be below 24mph for a 20mph limit to be introduced, or engineering measures implemented to achieve this criterion.</p> <p>We have endeavoured to introduce 20mph sections wherever feasible, however the nature of vehicles using the A259 means many types of traffic calming would be impractical so we are limited as to what engineering measures we can introduce. We have proposed 20mph sections where they can be enforced, i.e., where the road geometry encourages lower speeds. We also propose traffic calming infrastructure to complement the reduced speed limit in those sections. The cost of providing traffic calming infrastructure over extensive lengths of road to ensure that WSCC’s speed limit policy is adhered to would have a severe negative effect on the appraisal of the scheme, which has been undertaken to ensure that it offers value for money.</p>	<p>25 mentions 3%</p>	<p>6 mentions 4%</p>
Proposals not inclusive	Response		

<p>Respondents commented on proposals not being inclusive enough and not catering for vulnerable users:</p> <ul style="list-style-type: none"> • <i>‘Also, there is no provision in the plans for users of non-standard cycles and barriers to the disabled should not be installed. Many of these are contrary to the disability act.’</i> • <i>‘Shared use paths pose additional risks to pedestrians, especially those who have difficulty walking, or have sight or hearing problems’</i> • <i>‘Please remember other vulnerable road users in addition to pedestrians.’</i> 	<p>In developing the plans, we have planned for a cycle 2.8m long and 1.2m wide with the turning capability of a three-wheeled cycle which captures non-standard cycles and gives space for wheelchairs and mobility scooters.</p> <p>Our proposals would include improved provision at side roads incorporating flush kerbs and tactile paving making the route better for wheelchair users and visually impaired users as well.</p> <p>The provision of narrow on-carriageway protected cycle lanes would mean that adapted bike, trike, and non-standard bikes could not be accommodated. This option has therefore been discounted on the basis that it would not be an inclusive design. Furthermore, it would not be possible to cleanse sub-standard on-carriageway protected lanes using mechanical sweepers.</p>	<p>24 mentions 3%</p>	<p>9 mentions 6%</p>
<p>Oppose</p>	<p>Response</p>		
<p>Respondents expressed general opposition towards the proposals:</p> <ul style="list-style-type: none"> • <i>‘This is an utter disaster’</i> • <i>‘None of the proposals meet current national guidance’</i> • <i>‘These proposals do not make sense’</i> 	<p>The provision of segregated on-carriageway lanes has been extensively considered but is unfortunately not always possible to achieve, due to a lack of carriageway space. Where this is the case, shared-use paths have been proposed as provision of narrow lanes would not be an inclusive design (too narrow for adapted bikes, trikes, cargo bikes, trailers etc.). LTN 1/20 allows for shared cycleway footways where it is not possible to provide fully segregated facilities, and where fewer than 300 pedestrians per hour are expected.</p>	<p>14 mentions 1%</p>	<p>12 mentions 8%</p>

	<p>The proposals represent a significant improvement on the existing situation, with segregated cycle route facilities where space allows, or widening of footways to create shared use paths.</p> <p>Reduced speed limits are also proposed for more than 40% of the route.</p> <p>All steps have been taken to comply with the principles of the LTN1/20 guidance and the preliminary design has been subject to a full independent Stage 1 Road Safety Audit as well as an Equality Impact Assessment.</p>		
Traffic-calming/ enforcement opportunity	Response		
<p>Respondents advised on traffic calming and enforcement opportunities:</p> <ul style="list-style-type: none"> • <i>‘More calming measures, more speed indicators etc, etc.’</i> • <i>‘I do think the 20mph speed limits will be ignored. There needs to be average speed cameras installed along the entire a259.’</i> • <i>‘Consider more means of enforcing the 30 mph speed limits on the A259’</i> 	<p>The WSCC speed limit policy (Microsoft Word - Speed Limit Policy 2010 .doc (modern.gov.co.uk)) requires average speeds to be below 24mph for a 20mph limit to be introduced, or engineering measures implemented to achieve this criterion.</p> <p>We have endeavoured to introduce 20mph sections wherever feasible, however the nature of vehicles using the A259 means many types of traffic calming would be impractical so we are limited as to what engineering measures we can introduce.</p> <p>We have proposed 20mph sections where they can be enforced, i.e., where the road geometry encourages lower speeds, also the slight narrowing of the carriageway will encourage lower speeds and change the nature of the road. We have also proposed traffic calming infrastructure to complement the reduced speed limit in those sections however the cost of providing traffic calming infrastructure over extensive lengths of road to ensure that WSCC’s speed limit</p>	<p>13 mentions 1%</p>	<p>6 mentions 4%</p>

	<p>policy is adhered to would have a severe negative effect on the appraisal of the scheme, which has been undertaken to ensure that it offers value for money.</p> <p>Stakeholder suggestions have nevertheless been considered carefully, and we believe that the introduction of 20mph sections at either end of the Hermitage to Southbourne section merits further investigation. Should the scheme proceed to detailed design we would, together with WSCC, investigate the feasibility of introducing additional 20mph sections in Hermitage and Southbourne.</p>		
Consideration of demand/ Maintaining A road status	Response		
<p>Respondents emphasised the need to consider demand brought on by new developments, as well as the A status of the road:</p> <ul style="list-style-type: none"> • <i>‘With all of the new build housing in the Chichester to Emsworth corridor and the fact the A259 is a major road and the only alternative whenever this stretch of the A27 is closed, I strongly oppose any narrowing of the highway’</i> • <i>‘Housing development along the A259 is going to be massive over the next 10 years.’</i> 	<p>The narrowing of the highway would have minimal impact on traffic flow as sufficient width would still be maintained for the large vehicles using the A259.</p> <p>The future housing development and increase in inhabitants is why the scheme is being proposed; to encourage greater take up of walking and cycling for shorter journeys.</p>	<p>20 mentions 2%</p>	<p>1 mention 1%</p>
Cars parking on cycle lanes/ footpaths	Response		
<p>Respondents shared concerns about cars parking on cycle lanes and footpaths:</p>	<p>The issue of vehicles parking on the footway is outside of the scope of the scheme and West Sussex County Council will deal with as such.</p>	<p>20 mentions 2%</p>	<p>5 mentions 3%</p>

<ul style="list-style-type: none"> • <i>‘Need to stop people parking on the footpaths in Fishbourne.’</i> • <i>‘the cycle path at the side of the road is very often blocked by parked cars that are sometimes half on the pavement, these proposals do nothing to prevent this from happening.’</i> • <i>‘Need double yellow lines between the cycle track and the road to prevent cars parking across the track and the path’</i> 			
<p>Proposal will not be used</p>	<p>Response</p>		
<p>Respondents commented that the proposals will not be used or that these will not be used as intended:</p> <ul style="list-style-type: none"> • <i>‘Cyclists don’t use the existing cycle lanes why do you think they will use new facilities which would impede pedestrians and motorists.’</i> • <i>‘There is a considerable amount of shared use pathway along this route but very rarely are these used by cyclists who insist on cycling on the road, and then complain that vehicles get too close.’</i> • <i>‘Many cyclists will not use shared paths if the alternative on road route is perceived to be safe.’</i> 	<p>The existing cycle lanes do not meet current standards and are intermittent which discourages people from using them. Providing a consistent route would encourage more users as the A259 is a barrier to cycling for many. On the majority of this route, there is insufficient highway space to enable provision of on-carriageway protected cycle lanes.</p> <p>LTN 1/20 states that a “well-constructed shared use facility designed to meet the needs of cycle traffic may be adequate where pedestrian numbers are very low.”</p> <p>Shared-use paths are the option of last resort where insufficient space exists which is the case on sections between Chichester and Emsworth.</p>	<p>19 mentions 2%</p>	<p>2 mentions 1%</p>
<p>Proposal will not make any difference</p>	<p>Response</p>		
<p>Respondents stated that the proposals will not make any difference or that it will bring no improvements:</p>	<p>Some sports cyclists may continue to ride on the carriageway, as they feel confident doing so. The proposals have been designed with all users’ needs at</p>	<p>18 mentions 2%</p>	<p>3 mentions 2%</p>

<ul style="list-style-type: none"> • <i>'People will not listen and ride on the road regardless'</i> • <i>'There are several points on the route on which there is insufficient width to do anything (I live on one of them) which means that the droves of (non-existent) cyclists will be forced back into the congested road that we have today thus cancelling any benefits that the rest of the plan might provide.'</i> • <i>'This plan is very similar to the last plan and has no evident improvements.'</i> 	<p>heart, including the less experienced ones who would wish to stay clear of the carriageway.</p> <p>The proposals would provide a continuous route from Emsworth to Chichester and cyclists would not need to rejoin the A259 carriageway as they currently have to do. They wouldn't need to cross over either, as the path would be on one side.</p> <p>Some changes to the original proposals have been implemented as a result of the earlier engagement ie. segregation is now provided where it is possible to do so.</p>		
<p>Two-way cycle path</p>	<p>Response</p>		
<p>Respondents disagreed with the two-way cycle lanes proposed:</p> <ul style="list-style-type: none"> • <i>'The idea of a two way cycle way alongside a road is ludicrous.'</i> • <i>'I think by adding a cycle lane with two lanes could be very off putting to car drivers that are travelling seeing a cyclist heading towards them, especially older drivers.'</i> • <i>'I do not think the 2-way cycle lane separate from the shared path would be appropriate here though.'</i> 	<p>Bi-directional cycle routes are widely used across the UK without issues or confusion occurring. The route will be clearly segregated from the carriageway by a 0.5m wide raised kerb.</p>	<p>18 mentions 2%</p>	<p>1 mentions 1%</p>
<p>Exiting issue - Maintenance</p>	<p>Response</p>		
<p>Respondents emphasised the importance of maintenance for existing provisions:</p> <ul style="list-style-type: none"> • <i>'Properly maintain the existing cycle routes - too much detritus accumulating and surfaces are very poor.'</i> 	<p>We have consulted with Chichester District Council in the development of these proposals as they are responsible for street cleansing. Where two-way routes are proposed, these could be swept by existing road sweepers.</p>	<p>18 mentions 2%</p>	<p>5 mentions 3%</p>

<ul style="list-style-type: none"> • <i>'i would give my support if you fixed all the long standing problems and maintenance of roads .'</i> • <i>'Uneven patching, linear cut and fill creating tramlines, and lack of grading around drain covers creates hazards for cyclists, especially for those of who don't have front suspension'</i> 	<p>Replacement and resetting of gully gratings would be incorporated at the detailed design stage to alleviate some of these issues.</p>		
<p>Proposal do not follow regulations/ LTN 1/20 guidance</p>	<p>Response</p>		
<p>Respondents thought that the proposals do not comply with regulations and guidance:</p> <ul style="list-style-type: none"> • <i>'Plans are not LTN 1/20 compliant.'</i> • <i>'This proposal is dangerous because of the conflict between pedestrians and cyclists and also cars exiting properties and therefore would not meet 2 of the 5 principles in the guidance'</i> • <i>'Far too much use of Shared Use Paths. These are advised against in LTN1/20.'</i> 	<p>. LTN 1/20 allows for shared cycleway footways where it is not possible to provide fully segregated facilities, and where fewer than 300 pedestrians per hour are expected.</p> <p>For much of the A259, pedestrian flows are very low. Elsewhere sections of shared use path are required to achieve continuity and to avoid cyclists having to cross the A259 in the many areas where it is not possible to provide on-carriageway protected lanes</p>	<p>16 mentions 2%</p>	<p>4 mentions 3%</p>
<p>Proposals will make traffic/congestion worse</p>	<p>Response</p>		
<p>Respondents advised that the proposals would cause more traffic and congestion:</p> <ul style="list-style-type: none"> • <i>'lot of delays will build up'</i> • <i>'The slowing and restricting of roads causes more tailbacks'</i> • <i>'The scheme will cause serious to congestion to other road users'</i> 	<p>The proposed narrowing of the carriageway would have minimal impact on capacity. The reductions in speed limit would have safety benefits which far outweigh a slight increase in journey times. Slower speeds would not cause congestion.</p>	<p>16 mentions 2%</p>	<p>2 mentions 1%</p>
<p>Proposal will make it worse for pedestrians</p>	<p>Response</p>		

<p>Respondents stated concerns about the proposal making the situation worse or harder for pedestrians:</p> <ul style="list-style-type: none"> • <i>'Shared footpaths are dangerous for pedestrians.'</i> • <i>'Dislike shared use paths dangerous for pedestrians'</i> • <i>'I can't believe that you are proposing and encouraging cyclists to cycle on pavements in the close proximity of pedestrians when they already do this'</i> 	<p>The existing sections of shared use paths have no reported incidents and for much of the route, pedestrian flows are very low.</p> <p>The preliminary design has been subject to a full independent Stage 1 Road Safety Audit as well as an Equality Impact Assessment.</p>	<p>14 mentions 1%</p>	<p>4 mentions 3%</p>
<p>Concerns about crossings</p>	<p>Response</p>		
<p>Respondents expressed concerns about crossings:</p> <ul style="list-style-type: none"> • <i>'proper crossings at busy roads such as wide refuges or toucan crossings.'</i> • <i>'It is dangerous to cross.'</i> • <i>'As the proposed path is on one side of the road and changes many times this requires the users to await gaps in the traffic to safely cross.'</i> 	<p>The route has been planned with continuous provision along the northern side of the A259 which would remove the need to cross to the southern side. However, the existing provision on the southern side in the vicinity of Cutmill Creek would be retained as an alternative route with widened islands to reach it.</p> <p>At the next stage, further investigation of desire lines would be undertaken to provide connections from communities on the southern side.</p>	<p>14 mentions 1%</p>	<p>3 mentions 2%</p>
<p>Project timeline</p>	<p>Response</p>		
<p>Respondents emphasised the need for the proposals to go ahead as soon as possible:</p>	<p>Support for the scheme is welcomed and we agree that the improvements should be implemented as soon as possible.</p>	<p>13 mentions 1%</p>	

<ul style="list-style-type: none"> • <i>‘Overall, this is an important and valuable scheme and long overdue.’</i> • <i>‘ASAP please’</i> • <i>‘It all can’t happen soon enough.’</i> 	Subject to the outcome of consultation, detailed design will be initiated. This would be planned to take place in the first half of 2022. Once this stage is complete, construction would follow.		
Suggestion of alternative proposal or location	Response		
Various comments about extending the proposals past Chichester, alternative suggestions etc.	The scope of this scheme is to the Fishbourne railway bridge. Developer led schemes would improve provision into Chichester.	11 mentions 1%	3 mentions 2%
Opportunity to improve safety	Response		
<p>Respondents stated that the proposals would bring about opportunities to improve safety:</p> <ul style="list-style-type: none"> • <i>‘This improvements are essential to pedestrian and cyclists safety. There has already been a death along this stretch of road, there can be no more.’</i> • <i>‘This will help to give them the space they need to ride without causing long tail backs as well as increasing safety all round.’</i> • <i>‘These proposals are essential to maintain safety of the road for children walking and cycling to school.’</i> 	We agree, in particular the section between Fishbourne and Rock Cottage where the footway and cycle lane are both narrow.	11 mentions 1%	
Removal of existing provisions	Response		
<p>Respondents expressed concern with the removal of existing provisions:</p> <ul style="list-style-type: none"> • <i>‘You are planning to remove all 3000m of existing cycle lanes and replace them with just</i> 	The current cycle lanes are not segregated as a white line affords no physical protection. Furthermore, they are below minimum width, in several places, which is dangerous, encouraging close passes by vehicles. We	10 mentions 1%	1 mention 1%

<p><i>1340m of new two-way cycle lanes. A net loss if 1660m of cycle lanes.'</i></p> <ul style="list-style-type: none"> <i>'This is actually giving more road space car users by deleting existing cycle lanes'</i> <i>'The current plans result in a reduction in the number of kilometres of segregated cycle lane. Approximately 3000m of segregated cycle lane is being removed, and just 1340m added resulting in a net loss of 1660m of segregated cycle lanes.'</i> 	<p>are proposing 10km of protected provision which could be used by all types of user and are safe.</p>		
<p>Encouraging modal shift/ balance</p>	<p>Response</p>		
<p>Respondents thought that it would be very important to encourage modal shift and balance for all transport modes:</p> <ul style="list-style-type: none"> <i>'Always a difficult balance between road space for different users but the proposals appear to provide improved road space'</i> <i>'Will be great to encourage more cycling in the area.'</i> <i>'I'm very excited to see that more provision is being made for cyclists and pedestrians.'</i> 	<p>Support for the scheme is welcomed. We are happy to see that the principle of our proposals has got to people and that our objectives are clear.</p>	<p>9 mentions 1%</p>	
<p>Proposals having a negative effect on the environment</p>	<p>Response</p>		
<p>Respondents considered that the proposals would have a negative impact on the environment:</p> <ul style="list-style-type: none"> <i>'The slowing and restricting of roads causes more tailbacks and more pollution.'</i> 	<p>As part of the scheme proposals, analysis has been undertaken of the impacts of the scheme construction and operation. It has identified how any potential impacts could be reduced or mitigated. Encouraging more people to walk, cycle or take the bus would have environmental and health benefits.</p>	<p>9 mentions 1%</p>	

<ul style="list-style-type: none"> • <i>'It will increase local noise from acceleration once clear of it.'</i> • <i>'Seems to be a lot of money, lot of delays will build up causing air pollution to rise in the area'</i> 			
Future maintenance	Response		
<p>Respondents emphasised the importance of considering future maintenance:</p> <ul style="list-style-type: none"> • <i>'Once implemented they need to be properly maintained.'</i> • <i>'Future maintenance needs to be better than now!.'</i> • <i>'it is imperative that whatever road surfaces are selected for any cycle path, must take long term wear and tear into account'</i> 	<p>We have liaised with Chichester District Council who are responsible for street cleansing to ensure that the proposals could be swept. The repairing of future defects would be subject to West Sussex County Council's highway maintenance policy.</p>	<p>9 mentions 1%</p>	
Consideration of cycling for leisure and commuting	Response		
<p>Respondents advised that cycling for leisure, as well as commuting should be considered:</p> <ul style="list-style-type: none"> • <i>'Different cyclists, leisure vs. road cycling? Two very different cycling needs.'</i> • <i>'You can't mix cyclists that need to commute to work at 18 to 25 mph with pedestrians and other users on a mixed cycleway and across multiple roads and driveways'</i> 	<p>Our proposals caters for all users, however assumptions have been made when designing i.e. more realistic 10mph speeds for confident cyclists / commuters.</p>	<p>8 mentions 1%</p>	
Improvement over existing facilities	Response		

<p>Respondents expressed the views that the proposals would bring improvements compared to the existing situation:</p> <ul style="list-style-type: none"> • <i>'A mix of cycling and pedestrians on the same carriageway is not ideal. However, improvements are better than nothing.'</i> • <i>'Something needs to be done'</i> • <i>'From a cyclist and pedestrian perspective, these proposals go some way to providing a safer safer cycle route , but do not go far enough'</i> 	<p>We welcome this support. These proposals represent what could be achieved within the current constraints of the A259 whilst still providing a betterment over the current situation.</p>	<p>7 mentions 1%</p>	<p>1 mention 1%</p>
<p>Consideration of alternative modes of transport</p>	<p>Response</p>		
<p>Respondents thought that alternative modes of transport should also be considered for the proposals:</p> <ul style="list-style-type: none"> • <i>'More and more people will be riding e bikes and hopefully e scooters'</i> • <i>'People with buggies, several children walking to school or a person in an electric buggy all take up a lot of room on a pavement'</i> 	<p>The proposals do not preclude the use of e-bikes and e-scooters should these become road legal. The space would need to be shared and we have sought to make the provision as wide as possible.</p>	<p>6 mentions 1%</p>	
<p>More information required</p>	<p>Response</p>		
<p>More information required about lay-bys, equestrian provisions, other options that have been considered, impact on environment.. 'Do you propose to remove the lay-bys through Fishbourne as there is no mention of this?'</p>	<p>These proposals do not worsen the provision for equestrian users and the slower speeds proposed through villages should be of benefit to them. The only bridleway which connects with the route is under the A27 in Fishbourne.</p>	<p>6 mentions 1%</p>	<p>1 mention 1%</p>

<p>'Has equestrian use of this road been properly assessed? Where is it proposed that horse riders go?'</p> <p>'Will greater traffic (speed) enforcement be put in place to reduce this risk?'</p> <p>'A cycle/pedestrian highway will completely change the street scene and will damage the character of the villages that it passes through. What other options have been looked at? Has a route, just to the south of the A27 been considered?'</p>	<p>Some laybys would be reduced in size and others removed if they don't provide residents' parking.</p> <p>We would liaise with Sussex Police with regards to speed limit changes to ensure they are enforceable.</p> <p>The proposed provision would reduce the dominance of the A259 through the villages. During the early stages of the design process, alternatives were investigated but no parallel suitable routes could be found.</p>		
<p>Concern with information presented to the public/ materials/ questionnaire</p>	<p>Response</p>		
<p>Respondents showed some concern with the materials presented to the public:</p> <ul style="list-style-type: none"> • <i>'Anyone who looks at the plans not your misleading artists impression picture can see it is not going to work.'</i> • <i>'This is an utter disaster, your drawings/artists impressions are misleading at best at worst fraud'</i> • <i>'The artist's impression on the cover is truly alarming'</i> 	<p>The artist impressions are based on the proposals and current conditions, however the outcome may differ slightly from these drawings.</p>	<p>6 mentions 1%</p>	<p>1 mention 1%</p>
<p>Signage</p>	<p>Response</p>		
<p>Respondents suggested that signage is very important and the proposals should ensure better signage:</p>	<p>Suitable signage would be provided.</p> <p>The existing on-road cycle paths are not suitable for all users as they are not segregated from vehicular traffic</p>	<p>5 mentions 1%</p>	

<ul style="list-style-type: none"> • <i>‘Plenty of signage where paths end & cyclists need to use the road.’</i> • <i>‘Better signage to encourage people to use existing cycle paths.’</i> • <i>‘Also, include sufficient signs for cyclist to respect pedestrians.’</i> 	<p>and are discontinuous. In their current state, they do not offer protection from traffic.</p>		
<p>No comment</p>		<p>5 mentions 1%</p>	
<p>Quality of provisions</p>	<p>Response</p>		
<p>Respondents expressed some concern regarding the quality of the provisions:</p> <ul style="list-style-type: none"> • <i>‘If the route isn’t joined up, continuous and segregated, people won’t use it.’</i> • <i>‘The proposals are minimal and don’t get far enough to provide a high quality cycle route.’</i> • <i>‘Please ensure that the quality of shared use paths is high’</i> 	<p>The proposed route would be joined up and continuous from Emsworth to Chichester, providing segregation for cyclists from traffic on the A259. There is insufficient space to provide a segregated cycle route from pedestrians whilst maintaining sufficient carriageway and footway widths. However, a safe alternative has been provided where segregation couldn’t be achieved.</p>	<p>4 mentions 0.4%</p>	
<p>Concerns about the narrowing of road for cars</p>	<p>Response</p>		
<p>Respondents expressed some concern regarding narrowing of the roads:</p> <ul style="list-style-type: none"> • <i>‘Narrowing the width of the road is simply creating a new high-risk area, with vehicles becoming wider and heavier.’</i> • <i>‘Therefore will still use the roads, which the cycle lanes are being removed from and narrowing, making it more dangerous for cyclists.’</i> 	<p>The width of carriageway proposed would be sufficient for all types of vehicle and aligns with guidance. The maximum width of a road legal vehicle would not increase.</p> <p>We would include edge of carriageway markings to visually narrow the road so that vehicles could not overtake cycles which choose to use the road whilst retaining space for larger vehicles.</p> <p>The preliminary design has been subject to a full independent Stage 1 Road Safety Audit as well as an Equality Impact Assessment.</p>	<p>4 mentions 0.4%</p>	

<ul style="list-style-type: none"> • <i>‘However I struggle with the concept of narrowing carriageways’</i> 			
Proposals having a positive effect on the environment	Response		
<p>Respondents suggested that the proposals would have a positive impact on the environment:</p> <ul style="list-style-type: none"> • <i>‘This will in turn encourage less reliance on oil-based, CO2 producing means on transport and improve the environment.’</i> • <i>‘It would have a huge environmental benefit.’</i> • <i>‘I cycle a lot and love how much my city encourages and proactively supports safer cycling. Better for us and for the environment’</i> 	<p>We welcome this recognition as reducing the use of a car is a great way to reduce carbon footprint and the purpose of this scheme is to enable shorter trips to be made on foot or on cycle.</p>	<p>4 mentions 0.4%</p>	
Future proof designs	Response		
<p>Respondents emphasised the need to future proof the designs:</p> <ul style="list-style-type: none"> • <i>‘however it is imperative that whatever road surfaces are selected for any cycle path, must take long term wear and tear into account’</i> 	<p>Appropriate surfacing would be agreed with West Sussex County Council.</p>	<p>2 mentions 0.2%</p>	
Existing issue-Noise	Response		
<p>Respondents mentioned the existing noise issue:</p> <ul style="list-style-type: none"> • <i>‘the noise and disturbance to local residents just off the A259 is extremely unpleasant.’</i> 	<p>This scheme would encourage greater take up of walking and cycling for shorter journeys along the A259 which may currently be made by car, so would have a positive impact on noise emissions.</p>	<p>2 mentions 0.2%</p>	

B.4. Webinar materials



Chichester to Emsworth Non-Motorised User Route

September 2021

Agenda

18h00 – 18h07

- Welcome and Introductions
- Health and Safety moment
- Scheme Context and Scope

18h07 – 18h35

- Overview of the proposals
- Public consultation

18h35 – 18h55

- Q&A (floor open for questions via chat function)

18h55 – 19h00

- Wrap-up and Summary
- Thank you

Housekeeping Rules

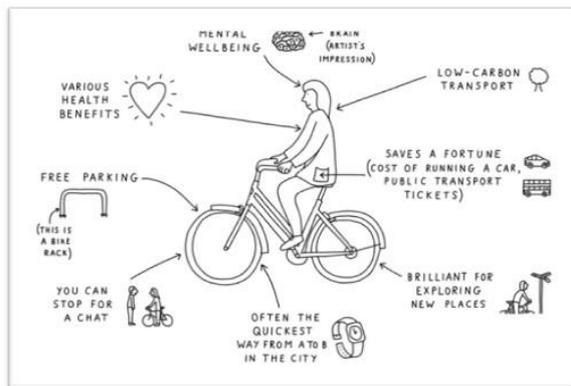
Welcome everyone!

We appreciate your time this evening. As there is a lot of material to cover and we anticipate a good number of questions from you, we would ask that the following simple rules are adhered to:

- Please note that all participants (apart from presenters) will be muted throughout
- Please submit all your questions via the chat function (we have received a few questions in advance and will address these first)
- Please don't raise your hand – simply submit your question via the chat function
- If we don't have time/opportunity to answer all your questions in the allotted timeframe, we will answer these separately and send responses via email to all participants in this evening's session

Health & Safety Moment

Why we love cycling in the city



Courtesy of 'Cycling Cartoons' by Dave Walker

Top tips for sharing the space

- ⌘ Use the path in a way that is **considerate** to the comfort and safety of others.
- ⌘ When it's dark, or in dull conditions, make sure you are **visible** to others, use lights at night.
- ⌘ Be particularly **careful** at junctions, bends, entrances onto the path, or any other 'blind spots' where people could appear in front of you without warning.
- ⌘ When riding a bike, travel at a **speed appropriate** to the conditions and ensure you can stop in time.
- ⌘ Be courteous and **patient** with other path users who are moving more slowly than you and slow down as needed when space is limited or if you cannot see clearly ahead.
- ⌘ Please be **aware**, especially of more vulnerable users such as older people, people with small children, people in wheelchairs, or the hearing or visually impaired.
- ⌘ **Give way** to slower users and wheelchair users.
- ⌘ When riding a bike, **ring a bell** well in advance if approaching people from behind.
- ⌘ Keep your dog on a **short lead** when walking on a path shared with people who cycle.

Scheme context

Overview

- An upgraded cycling and walking route along the A259 between Chichester and Emsworth
- Proposed as part of Highways England's Designated Funds programme
 - Ring-fenced funding to invest in initiatives that deliver lasting benefits for road users, the environment and communities across England.
- WSCC funding contribution via Section 4 Highways Act 1980 Agreement

The project objectives are:

- Improving safety for cyclists, pedestrians and other road users
- Encouraging healthy and active modes of travel – in line with the Government's 'Gear Change' vision for cycling and walking
- Supporting the West Sussex Walking and Cycling Strategy and Chichester City Local Cycling and Walking Infrastructure Plan
- Maintaining the core function of the corridor as a local A road

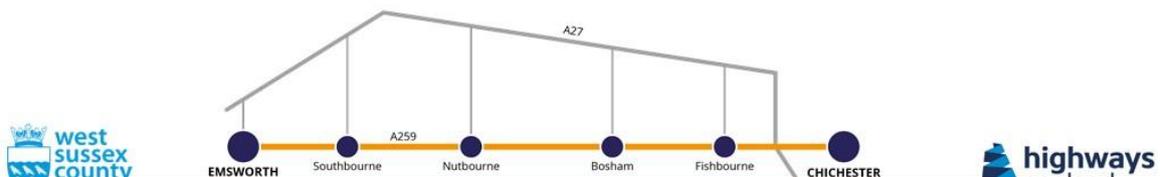
Scope of the project

The project includes consideration of:

- Upgrades to cycling / walking infrastructure within the existing highway boundary;
- Improved crossings for pedestrians and cyclists;
- Relocation of elements causing pinch points, such as bus stops; and
- Motor vehicle speed limits and restrictions.

It is **not** part of the scope of this project to:

- Acquire additional land to expand the current width of the carriageway along the A259;
- Relocate statutory undertakers' equipment; or
- Change the purpose or designation of the A259 as a local A road.

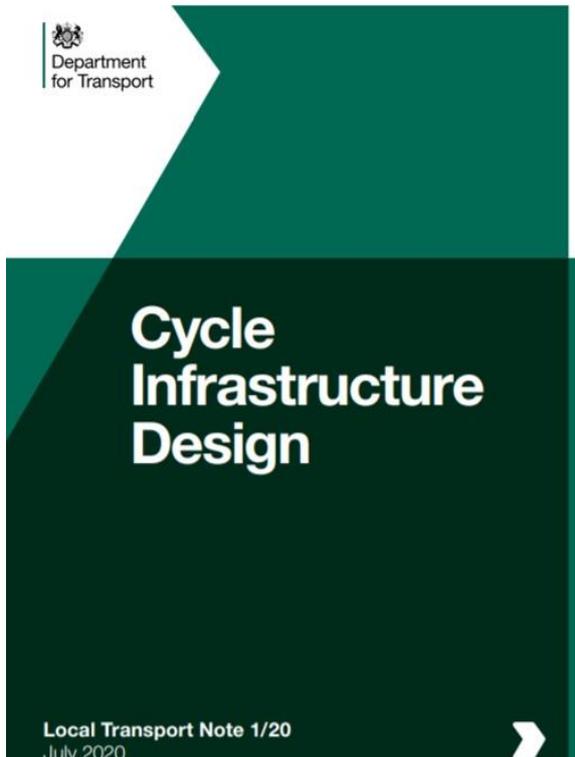


About me

- Transport Planning & Infrastructure background
- Chartered Engineer
- Registered Cycle Infrastructure Designer
- Owner of 3 bicycles



11/3/2021



LTN 1/20 Guidance

- July 2020 updated guidance and good practice for the design of cycle infrastructure
- Step change in design standards
- Expectation of due consideration to the guidance when designing new cycling schemes
- Recommendations of Inclusive Mobility also considered



LTN 1/20

- Design based on speed, flows and location
- Flows along A259 are over 13,000 AADT
- Protected provision along A259 is therefore necessary

Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0					
	2000					
	4000					
	6000+					
30 mph	0					
	2000					
	4000					
	6000+					
40 mph	Any					
50+ mph	Any					

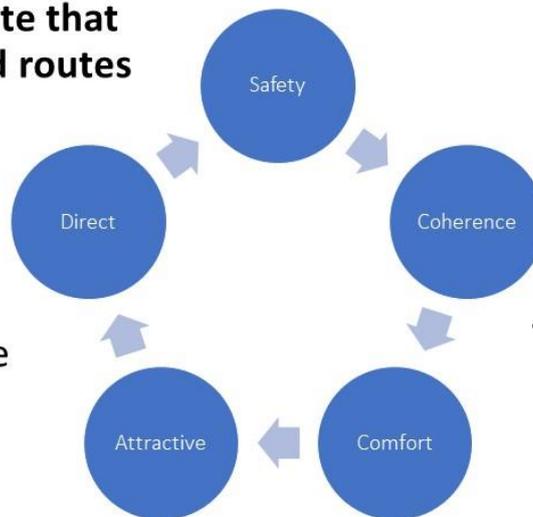
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LTN 1/20

Principles state that networks and routes should be:

- Coherent
- Direct
- Safe
- Comfortable
- Attractive



- Inclusive design and accessibility should run through all five of these core design principles

LTN 1/20

Cycle Routes

- 2-way routes min 3m*
- 1-way routes min 2m*

Pedestrian Routes

- 2m ideal, 1.5m min*

* lesser widths acceptable at constraints



LTN 1/20

Cycle Tracks

- 2-way route 3m with short sections of 2m width
- 0.5m wide segregating kerb
- Footways left as existing
- Road width 6.5m

 highways

LTN 1/20

Shared use paths

- Shared use paths can be acceptable, if well designed and implemented
- Including use on interurban and arterial roads such as the A259
- Also where its provision provides continuity of a cycle route
- Caters for less confident users
- Removes need to cross carriageway where provision changes

11/3/2021

 highways
england

Overview of the proposals



Proposal

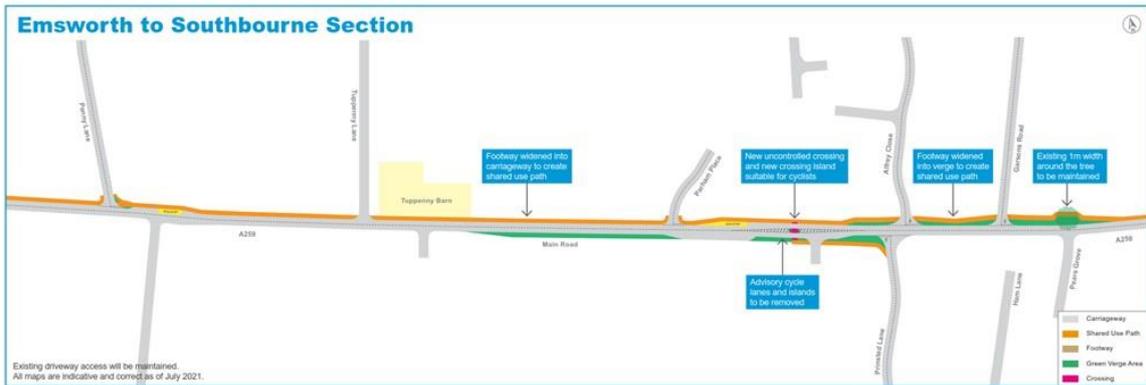
- Improved crossing from Emsworth Town Centre
- Improved provision at side roads
- A continuous shared use path along northern side
- Relocation of St John's Church bus stop



Rationale

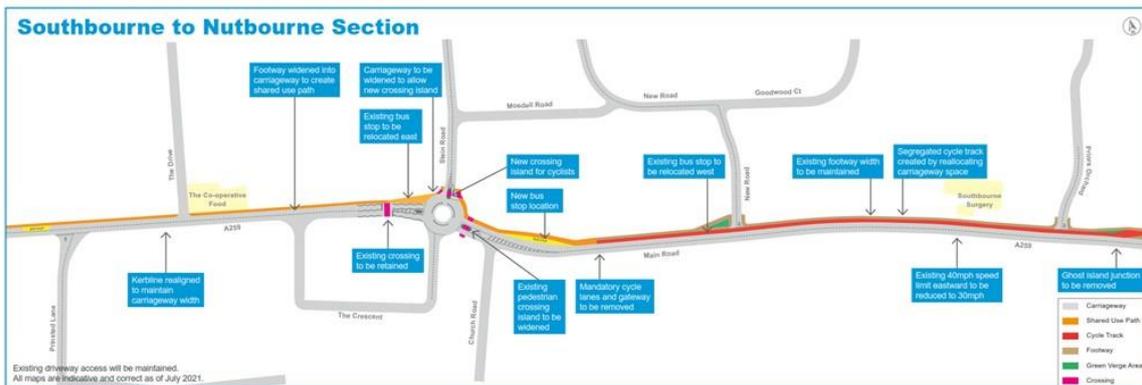
- Limited available space to achieve higher level provision
- Cycle lanes not appropriate due to vehicular speeds and volumes
- Low pedestrian volumes
- 20mph unfeasible





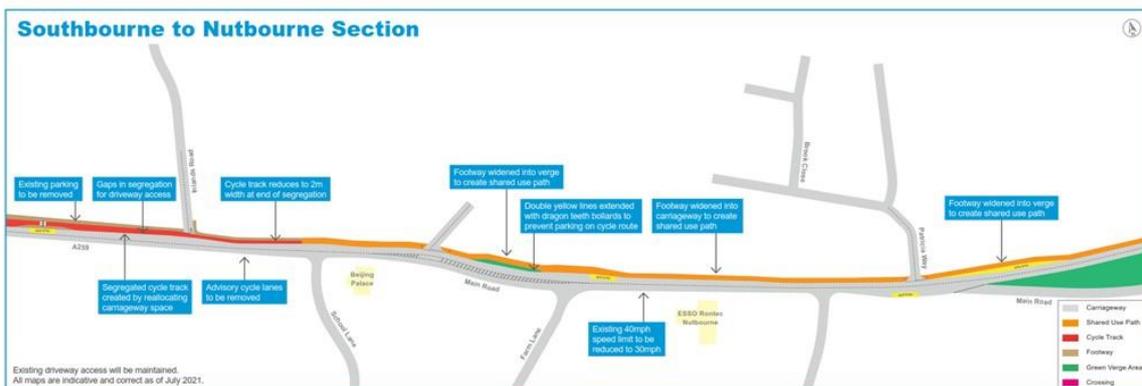
Proposal

- Mix of segregated and shared use provision
- Increased widths of crossing islands
- Reallocation of road space to provide cycle provision
- Potential reduction in speed limit to 30mph



Rationale

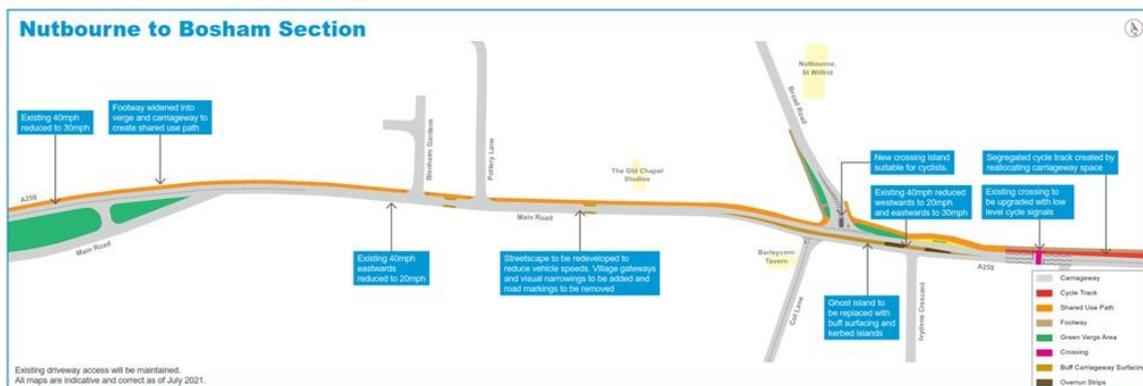
- Space is available within the carriageway to take for cycling
- Availability of space is reduced in some sections
- 30mph speed limit is suitable for road type





Proposal

- Mix of segregated and shared use provision
- Improvement to both existing routes between Cutmill Creek and Bosham
- Reduction of existing 40mph section to 30mph to link to 20mph limit in Nutbourne

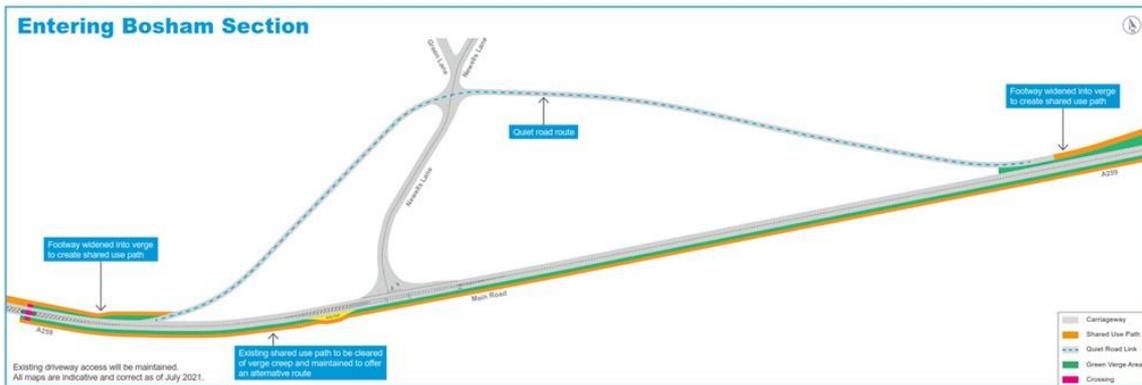


Rationale

- Limited available space to achieve higher level provision in all locations
- Route along A259 retained as alternative
- National Speed Limit appropriate for road type

11/3/2021



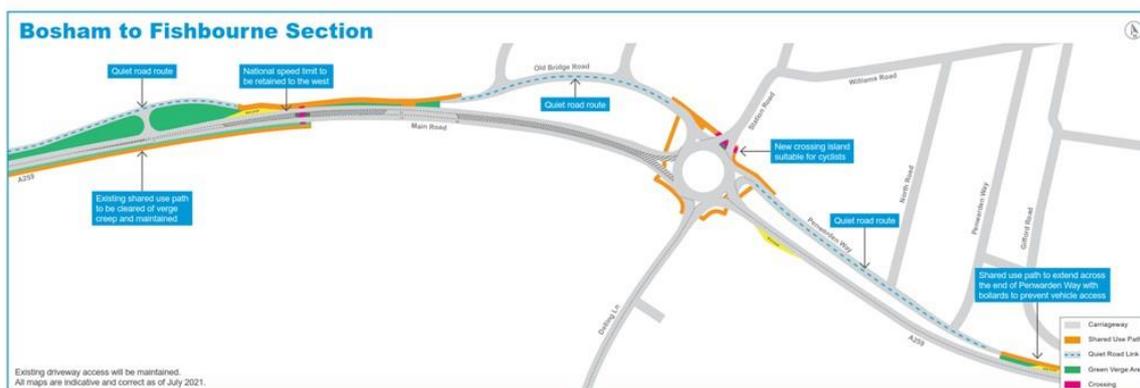


11/3/2021



Proposal

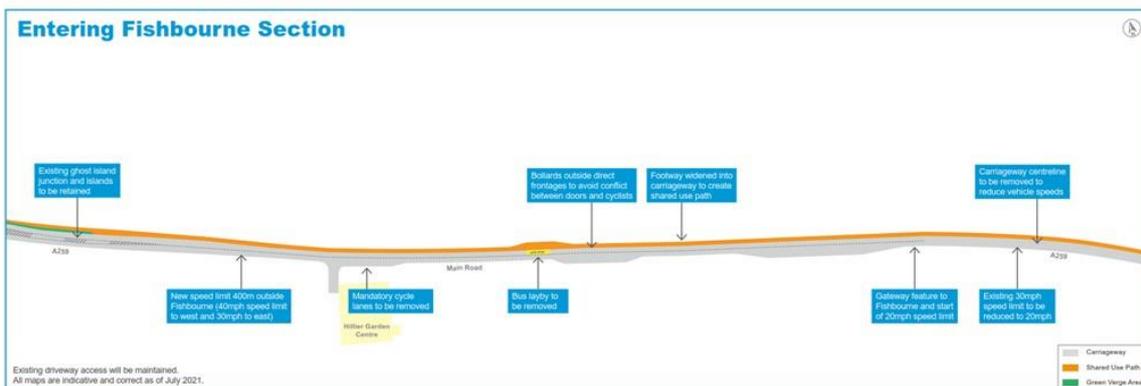
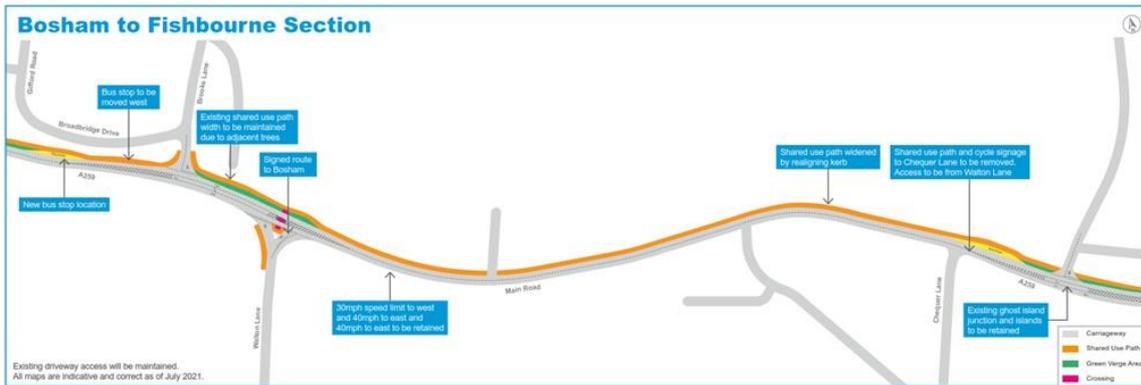
- Enhancement of existing shared use paths
- Creation of new shared path
- Widening of island on Station Road
- Extension of 30mph limit west to Garden Centre



Rationale

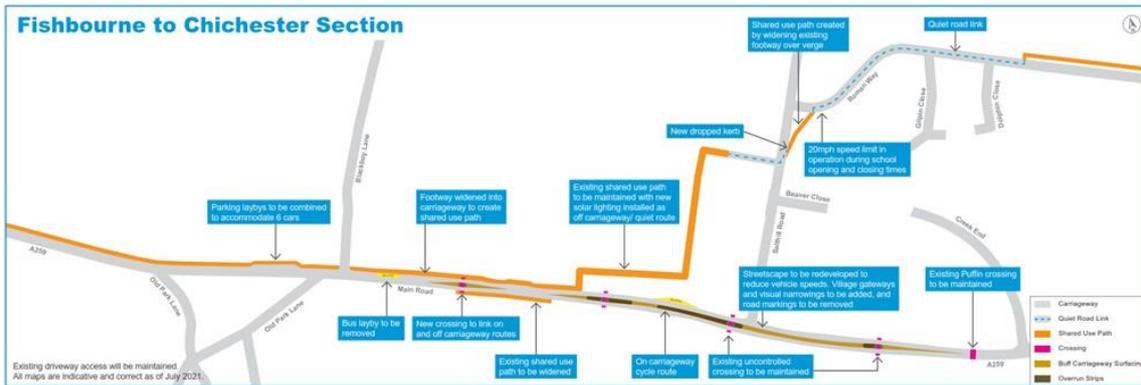
- Low pedestrian volumes and poor existing provision





Proposal

- Shared provision to connect with Legionary Trail
- Improvements to Legionary Trail and link with Roman Way and Emperor Way
- Introduce 20mph speed limit with traffic calming measures on A259



Rationale

- Limited available space for formal cycle provision along A259
- High flows mean unsuitable for most cyclists to share carriageway space



11/3/2021





LTN 1/20 Principles

- **Coherent**
 - Provides a continuous route for all
 - Legible routes connecting communities
- **Direct**
 - Route runs largely parallel to A259
 - Some priority at side roads. Not achievable at all.
- **Attractive**
 - Routes through Sussex countryside
- **Comfortable**
 - Avoids detritus on carriageway
 - Improved pedestrian provision
 - No awkward transitions
- **Safe**
 - Off-road including at junctions
 - Reductions in speed limits

11/3/2021

Option	Existing					Feasibility Design					Preliminary Design				
	Emsworth - Southbourne	Southbourne - Nutbourne	Nutbourne - Bosham	Bosham - Fishbourne	Fishbourne - Chichester	Emsworth - Southbourne	Southbourne - Nutbourne	Nutbourne - Bosham	Bosham - Fishbourne	Fishbourne - Chichester	Emsworth - Southbourne	Southbourne - Nutbourne	Nutbourne - Bosham	Bosham - Fishbourne	Fishbourne - Chichester
Segregated Cycle Track	-	-	-	-	-	-	-	-	-	-	-	✓	✓	-	-
Shared Use Path	-	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
One-Way Cycle Lanes	✓	✓	✓	✓	-	-	-	-	-	-	-	-	-	-	-
Quiet Route	-	-	✓	✓	✓	-	-	✓	✓	✓	-	-	✓	✓	✓
20mph zone and traffic calming	-	-	-	-	-	-	-	-	-	-	-	✓	-	-	✓
Reduction from 40mph to 30mph	N/A	-	-	-	N/A	N/A	-	-	-	N/A	N/A	✓	✓	✓	N/A

✓ (present/proposed for at least part of route section)
 - (not present/proposed on any part of route section)
 N/A (30mph speed limit already in force)



Q&A

We are now happy to answer any questions you may have.
 Please submit your questions to the team via the chat function.

Next Steps

Please do visit the website to view all this information and remember to submit your survey at:

<https://yourvoice.westsussex.gov.uk/chichestertoemsworth>
[A259 Chichester to Emsworth Walking and Cycling Improvements | Your Voice West Sussex](#)

Deadline for survey responses: Thursday 23 September 2021

- A consultation report will be produced detailing the main themes of responses
- The outcomes from the consultation will help inform decision-making on how to progress the scheme
- Email contact via: A27DesignatedFunds@highwaysengland.co.uk



Thank you

Thank you for taking the time to participate.

Good bye.



Q&A		
Theme	Question	Answer
LTN 1/20		
	Is the scheme being designed in accordance with LTN1/20	We have given due consideration to the guidance and accorded with it as far as reasonably practical
	Doesn't LTN/120 allow for the 0.5m separation to be reduced where needed, and the road width to be reduced to about 3m for short sections? Which would increase the width available for pedestrian/cycle provision. Has this been factored into the design to maximise/prioritise pedestrian/cycle provision over vehicular provision?	Yes, it does allow for a reduction in both buffer and road width however, reducing these wouldn't significantly increase segregated provision. We are already using 0.5m segregation on the two-way route. The road is used by large vehicles including agricultural ones therefore we don't want to make the road too tight to remove risk of collisions. In places we have however sought 6m widths to widen provision.
	On maintenance, I think that LTN 1/20 states that a scheme must have a maintenance programme attached to it. So - what will the obligation be for WSCC to have a plan and then to implement it?	We have taken maintenance into consideration in the development of the design and have consulted with Chichester DC who have responsibility for street cleaning to ensure it can easily be swept. National Highways funding can only be used for capital schemes, funding improvement works not maintenance. It is a question for WSCC, but once implemented it is envisaged that the scheme would be incorporated into their highways maintenance plan.
Accessibility		
	The RNIB are opposed to shared paths and it will impact my daughters' route to school (she is visually impaired)-how are you adapting your planning given this?	In developing the proposals, we sought to improve existing provision for pedestrians through providing flush kerbs at every side road crossing with tactile paving which currently isn't present. We have also included corduroy paving where footways connect to the scheme and ladder/tramline paving where separate provision exists with suitable kerb upstands. At bus stops, we've made sure sufficient waiting space is provided, delineated by a kerb where possible to remove conflict. The straight nature of the A259 means that cyclists will have good forward visibility of pedestrians and thus have sufficient time to slow appropriately. We have unfortunately needed to balance the needs of different user types in order to provide a continuous route.

Safety	Question	Answer
	<p>The road safety audit's first recommendation is "It is recommended that a more consistent, higher quality segregated cycle route with physical separation providing a protected space for cycling is provided if possible" Yet only 1.34km (14%) out of 9.35km is segregated cycle lanes. Given that there is plenty of width for most of the route, why have you ignored this recommendation?</p>	<p>On the remainder of the route there isn't sufficient space to provide separate space for pedestrians and cyclists in accordance with LTN 1/20 recommendations. The speeds and flows along the A259 mean that only protected provision for cyclists is suitable and in the locations that shared use paths are proposed, we cannot physically fit anything greater. We have to maintain the A259 at a width of 6.5m and cannot sacrifice provision for pedestrians below the acceptable minimum as per Inclusive Mobility. The RSA suggested higher quality provision "if possible" and it isn't possible.</p>
	<p>The road safety audit states "Drivers entering/leaving side roads and accesses not anticipating two-way cycling on the shared route resulting in collisions between vehicles and cyclists". There are 30 blind driveway exits between Emsworth and Southbourne caused by high hedges and brick walls. A car driver, creeping cautiously out of their drive, can't see a thing until their front bumper is sticking out 1.5m blocking the path. As a cyclist, how will I avoid getting T-boned?</p>	<p>Cyclists can (and will tend to) position themselves away from the property boundaries increasing their visibility to exiting vehicles. If the scheme progresses, adjacent properties will be notified of the proposals and advised of the use of path by cyclists. Drivers must take responsibility when exiting their property and ensure they have suitable visibility.</p>
	<p>Everyone wishing to access the cycle route from the south side of the A259 has to cross the increasingly busy A259 which in itself is a safety issue.</p>	<p>We will look to provide crossings in line with desire lines and have done so at several locations. There is a greater percentage of housing on the northern side hence our decision to place provision there.</p>

Side roads /Driveways/ Stopping	Question	Answer
	<p>My 12-year-old granddaughter lives just off Lumley Road and goes to Bourne community college. she wants to cycle to school. Can you convince me, and more importantly her, that having to stop at least 10 side roads and potentially 51 private driveways as in your proposals will encourage her parents to allow her to cycle ?</p>	<p>Walking to school, your granddaughter would still need to stop at each of the side roads to check for traffic. Slowing down, being cautious and prepared to stop at side roads and junctions is an important safety precaution - and certainly one that young cyclists need to be encouraged to adopt. Cycling would nevertheless offer significant time savings over walking to school or taking the train.</p>
	<p>Helen, you mention the need for minimum delays in a design; so why do you have to stop at every side road in your design?</p>	<p>The visibility at side roads is insufficient due to property boundaries - we need to ensure cyclists and cars have sufficient visibility of each other at junctions. For a cyclist travelling at 20kph, the stopping sight distance is 17m. We cannot allow cyclists to have priority at side roads when visibility is less than that as there is a risk of a car pulling out in front of a cyclist. The flows at side roads far exceed driveways which is why the approach differs.</p>
	<p>The road safety audit's second recommendation is: " If possible, priority for the entire route should be given to pedestrians and cycles as presented in Figure 10.13, LTN 1/20.". How come there are 26 side roads at which a cyclist will have to stop and dismount?</p>	
	<p>Given that you will have to stop and dismount 10 times and slow to a crawl past 30 blind exits in the 1 mile section between Emsworth and Southbourne, won't most cyclists choose to stay on the road?</p>	<p>There is no need to dismount at side roads, cyclists will need to slow and potentially stop if traffic is approaching. Many cyclists wouldn't feel comfortable on the carriageway because of the speeds and flows of vehicles. Riding the section between Emsworth and Southbourne isn't a pleasant experience and doesn't allow for many types of cyclist.</p>
Fast cyclists/E-bikes	Question	Answer

	What provision for faster cyclists and e-bikes who will choose to cycle on each side of the road ... many reasons for them not using a NMU through villages. Will the new Highway Code be adequately enforced and by whom?	Cyclists can choose to remain on carriageway if they wish - there is no law preventing them doing so on non-trunk routes. The types of people that use e-bikes are variable, many will be older cyclists who need assistance - some faster cyclists may wish to remain on carriageway. Enforcement would be the jurisdiction of the police, especially of those that don't conform to the Electrically Assisted Pedal Cycle Regulations 1983.
	Helen, do you accept that especially faster and e-bikes will cycle on the road along both sides as is their right?	
	e-bikes are the future. The take up of e-bikes created by wonderful space for cycling is where a new type of demand will come from (and with it a switch from car to bike). Therefore, there is a need to assess the new type of rider and the difference in your assumptions between an e-bike rider and a non e-bike rider. So - what research has been done on this route into the potential for e-bike use?	LTN 1/20 allows for e-bikes within their "design cycle". This only covers cycles that conform to the Electrically Assisted Pedal Cycle Regulations 1983 - speed limited to 15.5kph. Use of an e-bike doesn't negate the busyness of the A259 but does make cycling accessible to more users.
Speed limits - Southbourne	Question	Answer
	Why is 20mph not feasible in Southbourne?	The roads leading to Southbourne centre are very straight making them conducive to higher speeds. Introduction of a 20mph needs to be enforceable - it won't be supported by the police unless measures are in place to reduce speeds or the current average speed is 24mph or less. Currently the 85th percentile speed is 38mph and the average 32mph near Prinsted Lane. WSCC policy also recommends maintaining a consistent speed limit. We are proposing that the existing 40mph section between Priors Orchard and Nutbourne and Cutmill Creek is reduced to 30mph. The section between Hillers Garden Centre and Fishbourne is also proposed to be reduced to 30mph.
	Southbourne has a few schools and would be perfect to be 20	
	Why is 20mph unfeasible in this location?	
	Why is 20mph unfeasible? It is OK in Fishbourne and Nutbourne.	
	It is great to see that a reduction in speed limit is proposed in Fishbourne and Nutbourne but not from Hermitage to Stein Road - why not?	

		If the scheme progresses, we will review the proposed speed limits with WSCC's Road Safety Team.
Speed limits - general	Question	Answer
	Are County Council supporting these 20MPH areas?	WSCC are still assessing our proposals but have provided us with their guidance document which our proposals adhere to.
	Can the 20mph speed limit at Nutbourne be extended eastwards to include the pedestrian crossing to St Wilfreds Hospice shop?	We would need to discuss with WSCC as it doesn't accord with the character requirements, but this section will be reduced to 30mph as part of our proposals.
	Are you saying current traffic is too fast to introduce a 20-mph zone?	Yes, it is. Suitable traffic calming measures would need to be put in place if a 20mph zone was introduced.
Parking	Question	Answer
	cars currently without a drive park on the A259, so will it become illegal to park a car on the cycle lane?	Yes, you must not park within a cycle track as per Highway Code Rule 240. We would also seek to prevent footway parking which is an issue currently and which legislation for is currently under review.
Priority	Question	Answer
	Why not give priority to cyclists?	The visibility at side roads is insufficient due to property boundaries - we need to ensure cyclists and cars have sufficient visibility of each other at junctions. For a cyclist travelling at 20kph, the stopping sight distance is 17m. We cannot allow cyclists to have priority at side roads when visibility is less than that as there is a risk of a car pulling out in front of a cyclist. The flows at side roads far exceed driveways which is why the approach differs.
	Why do cars have clear priority on Freeland Close. This is inappropriate.	The priority out of the underpass unfortunately needs to remain with the vehicles exiting Freeland Close as it is the safest option, accident data has

		shown cars aren't checking approaching cyclists and the forward visibility isn't sufficient for cyclists to see approaching vehicles and stop in time.
Funds	Question	Answer
	Sustrans volunteers do more maintenance on the cycle paths e.g. Bosham Straight, than either CDC or WSCC. Will HE designate funds for maintenance of their proposals?	This is a question for WSCC - the HE funds can only be spent on new works not maintenance.
	If the HE funding is regarded as inadequate for the preferred design will WSCC seek other sources of funding to enable the best route possible?	This is a question for WSCC - we believe they indicated during the webinar that they have some S106 funding to contribute.
Shared paths	Question	Answer
	The shared pedestrian/cycle paths that are in Emsworth and Havant do not work. I rarely see cyclists on them, and they cycle on the main road. Why do you think making the A259 a shared use path will be any different?	Due to the speeds and flows on the A259, cycling on road is less attractive than Havant/Emsworth. I don't know the routes you are comparing with but experience with schemes elsewhere has shown that shared use routes are used where the adjacent road has similar characteristics to the A259.
General	Question	Answer
	1. Why are you removing 3000m of cycle lanes to be replaced with a mere 1340m of new cycle lanes leading to a net loss of 1660m of cycle lanes?	The current cycle lane provision is unsuitable for the type of road it is on and it is not useable for many cyclists. Furthermore, some of it is below minimum width which is a safety concern as it encourages close passes by vehicles. The section between Bosham and Fishbourne (1200m) has a very narrow footway and narrow cycle lane therefore replacement with a 3m plus wide shared use path is a betterment.
Suggestions/Observations	Question	Answer
	Retaining the car park layby at Hermitage is just not possible for you also to provide a 3m shared cycle/footpath.	Details like parking provision will be refined as the scheme is further developed at detailed design stage.

	Can we improve continuity? For example make the connection between Delling Lane at the Bosham roundabout shared use, put in a zebra/parallel crossing near Fishbourne primary school, make cyclists exiting the A27 underpass keep the existing priority, remove the chicane as you exit Emperor's way	The path around Delling Lane is currently designated as shared use. Improving the roundabout provision would be very costly and sits outside the scope of the available funding. We can only put in zebra/parallel crossings where sufficient width exists for cyclists to share the space. For safety reasons, the priority out of the underpass unfortunately needs to remain with the vehicles exiting Freeland Close as accident data has shown cars aren't checking for approaching cyclists and the visibility isn't sufficient.
	Schools Streets can apply for from around Christmas, has this considered this as a possibility or would it remove the option of that?	School Streets would come via a different funding source, but it could be a possibility for schools.
	Missed opportunity to link with Salterns Way cycle route	Unfortunately, the available funding does not allow us to pursue every measure we would like to, so we have focused on the core route.
	Might it be better to ask the road users to share with care rather than the bikes, e-bikes, e-Scooters etc?	In an ideal world, yes but the sheer number of vehicles on the A259 (including buses, HGVs and agricultural vehicles) means this is impractical.
Information access	Question	Answer
	Can we see the equalities impact assessment please?	This is part of the Preliminary Design Report which is due to be published before the end of 2021.
	I would like to see the accessibility guidance you've followed if you are able to share it?	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/918353/tactile-paving-surfaces.pdf