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West Sussex Local Cycling and Walking Infrastructure Plan (LCWIP)

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1. Introduction

1.1 Background

1.1.1 In 2016 West Sussex County Council published its Walking and Cycling Strategy 2016-2026. Designed to complement the Government's emerging Cycling and Walking Investment Strategy, it sets out aims and objectives for cycling and walking, together with priorities for investment in infrastructure improvements. With over 300 infrastructure schemes the strategy signalled an ambitious commitment to deliver a step-change in provision for cycling and walking.

1.1.2 In 2022, the County Council approved the West Sussex Transport Plan 2022-36 (WSTP). It sets out the County Council's vision, objectives, and strategic approaches to improving the transport network. This Local Cycling and Walking Infrastructure Plan (LCWIP) provides a mechanism to help enable more local living and achieve its objectives for a prosperous, healthy, protected and connected West Sussex by helping to extend and improve the network of active travel facilities so these provide an attractive, safe option for short trips and to transport interchanges.

1.1.3 This LCWIP has been prepared to support the delivery of the West Sussex Walking and Cycling Strategy 2016-2026, focussing on a selection of strategic corridors in the county as the initial focus for investment. The Strategy was reviewed in 2023 and is now known as the West Sussex Active Travel Strategy 2024-2036, which will compliment this LCWIP.

LCWIP Context

1.1.4 LCWIPs are a new, strategic approach to identify walking, wheeling, and cycling improvements required at a local level. They enable a long-term approach to developing networks and routes and form a vital part of the Government's strategy to increase the number of trips made by cycle or on foot. LCWIPs are intended to:

- Plan for cycling and walking using evidence and data on existing and future potential demand
- Target investment where it can have the greatest impact
- Identify cycling and walking infrastructure improvements in readiness for funding bids, and
- Plan cycling and walking networks which meet core design outcomes, meeting the need of users.

1.1.5 Cycle networks need to cater for, and be accessible to, a variety of cycles typically in use, including tricycles, tandems, cycle trailers and electric bikes. Walking networks need to take account of people using mobility aids such as wheelchairs or mobility scooters. Cycling, walking, and wheeling are also referred to as active travel modes.

1.1.6 For West Sussex, this process and the resulting outputs represent an evidence-based approach to focus future investment where the most benefit can be realised. It will meet the County Council's aspirations for cycling and walking to be inclusive, safe, and attractive options for journeys across the county.

1.2 The LCWIP process within West Sussex

1.2.1 The County Council undertook an early-stage prioritisation process to consider which West Sussex Walking & Cycling Strategy proposals to take forward. This identified a first tranche of six strategic cycle route corridors as the focus for this LCWIP. These routes, described later in this report, are inter-community cycle routes which represent priorities for future investment.

1.2.2 The government published technical guidance on the preparation of LCWIPs. This sets out an evidence-led, six-stage approach to developing plans. The stages cover:

1) determining the scope
2) gathering information
3) network planning for cycling
4) network planning for walking
5) prioritising improvements and
6) integration and application.

1.2.3 The LCWIP was developed in line with the technical guidance. It also took account of the guidance contained in Cycle Infrastructure Design (described overleaf) and the County Council's strategic corporate objectives.

1.2.4 Importantly, this has been a partnership-based approach. The LCWIP process in West Sussex has been overseen and directed by an 'LCWIP Partner Consortium' including Adur & Worthing Councils, Arun District Council, Chichester District Council, Crawley Borough Council, Horsham District Council, Mid Sussex District Council, and the South Downs National Park Authority.

1.2.5 Working collaboratively to ensure a complementary approach, each partner has prepared an LCWIP for their respective area. This has helped maximise the opportunities to improve the active travel environment across the county and provides a foundation for the LCWIP process to expand and evolve further over time.

1.2.6 The LCWIP is expected to be a living document and subject to regular revisions as cycle route designs progress and funding is made available.

2. Active travel context

2.1 The case for cycling and walking

2.1.1 The government's cycling and walking strategy (see overleaf) describes a clear ambition to make England a great cycling and walking nation. This will be achieved through enabling half of all journeys in towns and cities to be cycled or walked by 2030. The benefits of achieving this outcome would be substantial, supporting public health and wellbeing, more vibrant towns and public spaces, and low carbon travel patterns becoming commonplace. The County Council shares the government's ambition to see a step change in active travel in the coming years.

2.1.2 Within West Sussex there are clear opportunities to better connect people and places with targeted investment in active travel infrastructure. The WSTP sets out that the network of facilities for walking is extensive and generally provides a good standard of provision. However, the network of facilities for cycling is short and the quality of facilities is quite variable. Community severance is a shared challenge for the walking and cycling networks as facilities for crossing roads and railways can be limited or non-existent, requiring long detours that can discourage active travel.

Supporting health, wellbeing, and access for all

2.1.3 Active travel can play a crucial role in supporting public health and wellbeing in West Sussex. Nationally, 64.2% of adults in England are overweight or obese, whilst 9.9% of children aged 4-5 are obese, with a further 13.1% overweight. At age 10-11, 21.0% of children are obese and 14.1% overweight[1]; a problem made worse by low levels of physical activity. According to statistics published by the Department for Transport (DfT), 10.3% of the population of West Sussex cycle at least once a week, whilst 72.3% walk at least once a week.

2.1.4 By improving active travel networks, the LCWIP process can make a beneficial contribution to making cycling an everyday form of travel and exercise for more people. Focussing on inclusive design and enabling cycling, walking, and wheeling to be accessible for all will form an important component when developing and delivering LCWIP schemes.

Improving accessibility and social sustainability

2.1.5 Improved active travel infrastructure connects people to key destinations and facilities, including employment and education opportunities, key services, and facilities. This is particularly important for people without access to a car – who comprised 18% of West Sussex households at the time of the 2011 census. In addition, cycling and walking can reduce social isolation, especially for older people, by enabling people to naturally interact socially as they travel.

[1] House of Commons Library – Research Briefing: Obesity Statistics (2023)

2.2 Existing travel patterns in West Sussex

Delivering Sustainable Mobility Outcomes

2.2.1 The 2011 census provides the most comprehensive overview of pre-Covid travel patterns by all modes, albeit for journeys to work only. Figure 1 illustrates the West Sussex data.

2.2.2 At that time, nearly two-thirds of journeys to work by residents in West Sussex were made by car or van as a driver or passenger. 10% of commuters travelled to work on foot and only 3% (11,440 people) travelled by bicycle as their main mode. This proportion of cycling to work is slightly higher than the national average; however significant potential exists to increase cycling and walk levels to work viable and attractive for more people.

2.2.3 Census 2011 data for West Sussex also identifies that the most popular method of travelling to work for distances less than 2km was walking (42%). However, 41% of these short-distance commuting trips were made by car or van.

2.2.4 The case therefore exists to increase the number of cycling and walking journeys made through focussed investment. Analysis identifies areas which are likely to have a high propensity for cycling for shorter distance journeys, or where connections can be made to public transport services for longer distance journeys.

2.2.5 Accessing places and activities for leisure should equally be supported by active travel connections and shared mobility services, minimising any reliance on private car-based transport as the default option.

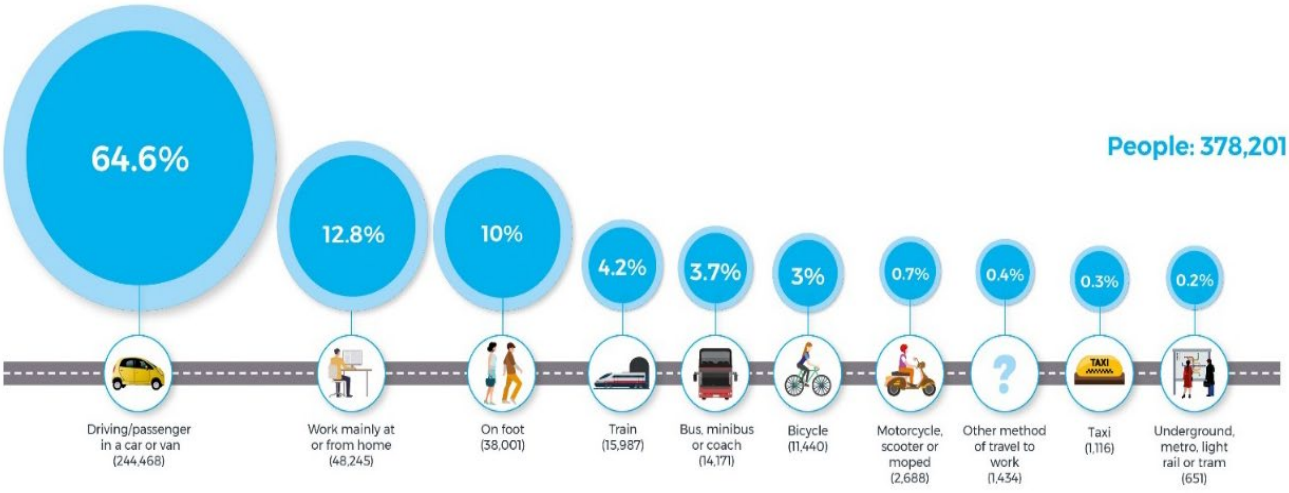

Figure 1: Main Method of Travel to Work in West Sussex (2011 Census)

2.3 National and local policy context

2.3.1 Plans and policies at both the national and local level place strong emphasis on enabling more active travel and delivering better cycling and walking infrastructure. This is seen as fundamental to achieving a wide range of goals, including climate change, economy, environment, health and social inclusion.

National context

2.3.2 2020 saw significant government announcements related to active travel. **Gear change: A Bold Vision for Cycling and Walking (2020)** describes the government's vision that 'cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.' It sets out the actions required at all levels of government to make it a reality, grouped around the following four themes:

- Better streets for cycling and people
- Cycling and walking at the heart of decision-making
- Empowering and encouraging local authorities and
- Enabling people to cycle and protecting them when they do.

2.3.3 New and higher design standards for Cycle Infrastructure Design were published alongside the vision (see details overleaf). A new funding body and inspectorate were also announced – Active Travel England – to enforce the new standards, set time limits for spending money, raise performance generally and review major planning applications. All new government-funded highway schemes are expected to be implemented in accordance with these design standards.

2.3.4 The LCWIP will also support the following key plans and policies:

Clean Air Strategy (2019): Outlines how the government will tackle all sources of air pollution. It identifies that achieving a shift in travel modes, including to cycling and walking, is key to delivering emissions reduction.

Air quality strategy: framework for local authority delivery (2023): Sets out Local Authority powers, responsibilities, and further actions the government expects them to take.

Cycling and Walking Investment Strategy (2017): This is the statutory government strategy to make active modes the natural choices for shorter journeys, or as part of a longer journey. The strategy recommended LCWIPs as the means of identifying and delivering improvements. The second strategy (published in 2022) reflects revised objectives and total investment across government until 2025.

Future of Mobility: Urban Strategy (2019): This sets out nine principles to address the challenge of transforming towns and cities to meet current and future transport demands. Includes the principle that 'walking, cycling and active travel must remain the best option for short urban journeys.'

Everybody Active, Every Day (2014): Indicates how the built and natural environment impact on the travel choices people make and highlights the necessity for effective urban design and transport systems which create 'active environments' to promote walking, cycling and more liveable communities.

Inclusive Transport Strategy (2019): This sets out the Government's plans to make the transport system more inclusive, and to make travel easier for disabled people. An inclusive transport system must provide inclusive infrastructure, with streetscapes designed to accommodate the needs of all travellers.

National Planning Policy Framework (2019): Sets out England's planning policies and must be considered when preparing local plans. It states that planning policies should provide for high-quality walking and cycling networks and supporting facilities such as cycle parking.

Decarbonising Transport: A Better, Greener Britain (2021): Sets out how the government intends to reduce transport emissions and reach net zero transport emissions by 2050. Cycling and walking are recognised as key to reducing congestion and improving health air quality and noise.

Local context

2.3.5 The LCWIP supports a wide range of local plans and policies, including those listed below:

Our Council Plan 2021-2025: This is the County Council's current corporate strategy. Developing the LCWIP and improving cycling and walking routes is strongly relevant to two of the four priorities – A strong and prosperous economy and Helping people and communities to fulfil their potential. The plan includes performance indicators on rates of people killed and seriously injured on the road, and length of cycleways constructed.

West Sussex Climate Change Strategy 2020-2030: Sets out five key commitments which will apply across all parts of the council's work. The first commitment is to Mitigate the effects of climate change by reducing carbon emissions, including by prioritising sustainable transport options.

West Sussex Transport Plan 2022-2036: The WSTP is the statutory Local Transport Plan (LTP) for West Sussex. It is a holistic, evidence-based plan that sets out how the County Council and its partners will tackle a range of environmental, social, and economic challenges. The Plan contains thematic strategies for active travel, shared transport, railways, roads, and access to Gatwick Airport. It also contains area transport strategies and short (1-5 year), medium (5-10 year) and long-term (10-15 year) priorities that tackle the key issues and balance competing priorities in each of the eight local plan areas in West Sussex.

West Sussex Joint Health & Wellbeing Strategy 2019-2024: This strategy sets out the vision, goals, and ways to improve health and wellbeing for West Sussex residents. The LCWIP will support the strategy's three priorities – Starting Well, Living and Working Well and Ageing Well.

West Sussex Rights of Way Management Plan 2018-2028: This plan describes the steps the County Council and partners will take to manage and improve the local public rights of way network.

West Sussex Road Safety Framework 2016-2026: The framework targets Vision Zero – the elimination of deaths due to road accidents. The LCWIP proposals will align with this goal and reflect core design outcomes for cycling and walking and safety in route selection and scheme development.

West Sussex Walking and Cycling Strategy 2011-2026: The strategy aligns with the West Sussex Transport Plan 2011-2026 objectives and sets out a prioritised list of potential cycling schemes, which have informed the development of the defined LCWIP corridors. N.B. The Strategy is currently under review following the adoption of the WSTP 2022-2036 and, when updated, will be known as the West Sussex Active Travel Strategy.

Local Plans: Local Plans, prepared by the Local Planning Authorities in West Sussex, set out policies to guide land use and future planning decisions. Local Plans are in place for all areas of the county, which allocate sites for development that are or can be made sustainable through the provision of infrastructure and services, including for transport. All adopted Local Plans include policies encouraging the provision of transport infrastructure or services that will make development acceptable in planning terms and encourage use of sustainable modes of transport. This LCWIP will set out how active travel improvements, that will improve facilities for existing users and help to mitigate the impacts of development, are expected to come forward.

District and Borough Council Air Quality Action Plans: An Air Quality Action Plan (AQAP) must be written when an Air Quality Management Area (AQMA) has been declared. The AQAP provides the mechanism through which local authorities state their intentions for working towards meeting the air quality objectives within the AQMAs

2.4 Design guidance

Cycle Infrastructure Design: Local Transport Note (LTN) 1/20 (2020)

2.4.1 Alongside Gear Change, the Department for Transport published new cycle design guidance for England setting out recommended higher standards and good practice. The government has set out an expectation that local authorities and developers to use the guidance in the design of schemes regardless of whether government funding is being sought. The key design principles were summarised for inclusion in Gear Change (Figure 2).

2.4.2 The guidance is based around five core design principles which represent the essential requirements to achieve more people travelling by cycle or on foot, based on best practice both internationally and across the UK. These core design principles are that networks and routes should be coherent, direct, safe, comfortable, and attractive (Figure 3).

2.4.3 LTN1/20 will form the basis for designing cycle improvements in West Sussex and the County Council will work with partners to deliver infrastructure solutions which reflect the new guidance. The designs will take account of the anticipated levels of use by people cycling and walking and consider feasibility and affordability (see also Chapter 12 for details of the proposed approach to prioritisation).

2.4.4 Accommodating the higher standard infrastructure does pose particular challenges, such as in the county's existing settlements. Highway space can be very limited and needs to provide for a range of transport modes and other functions. This will influence the routes and designs taken forward.

2.4.5 These challenges are not unique to the county, and LTN1/20 notes that the "guidance contains tools which give local authorities flexibility on infrastructure design and sets a measurable quality threshold to achieve when designing cycling schemes". It also notes that "Where schemes are proposed for funding that do not meet these minimum criteria, authorities will be required to justify their design choices".

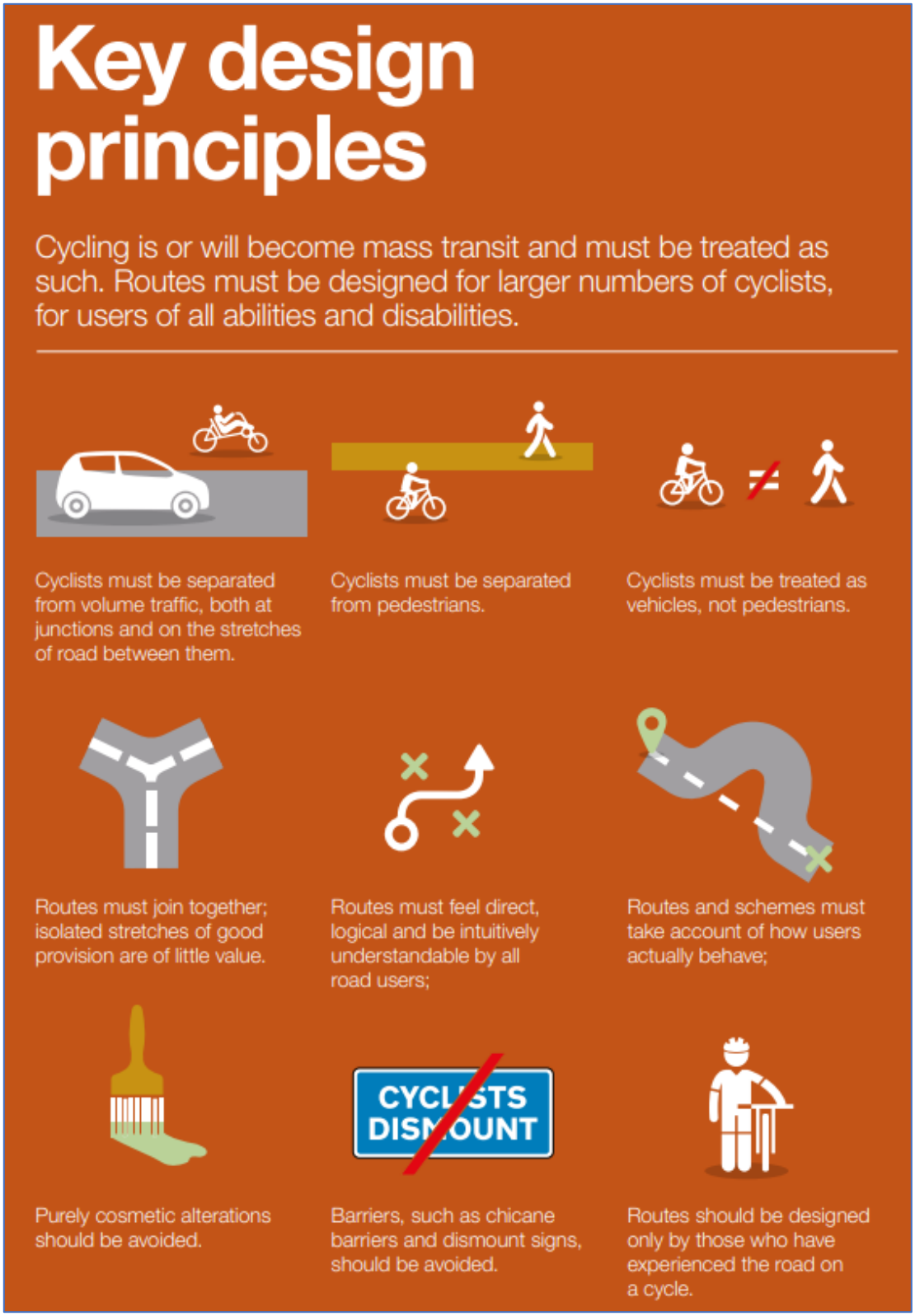

Figure 2: Key cycling design principles (Source: Gear Change)

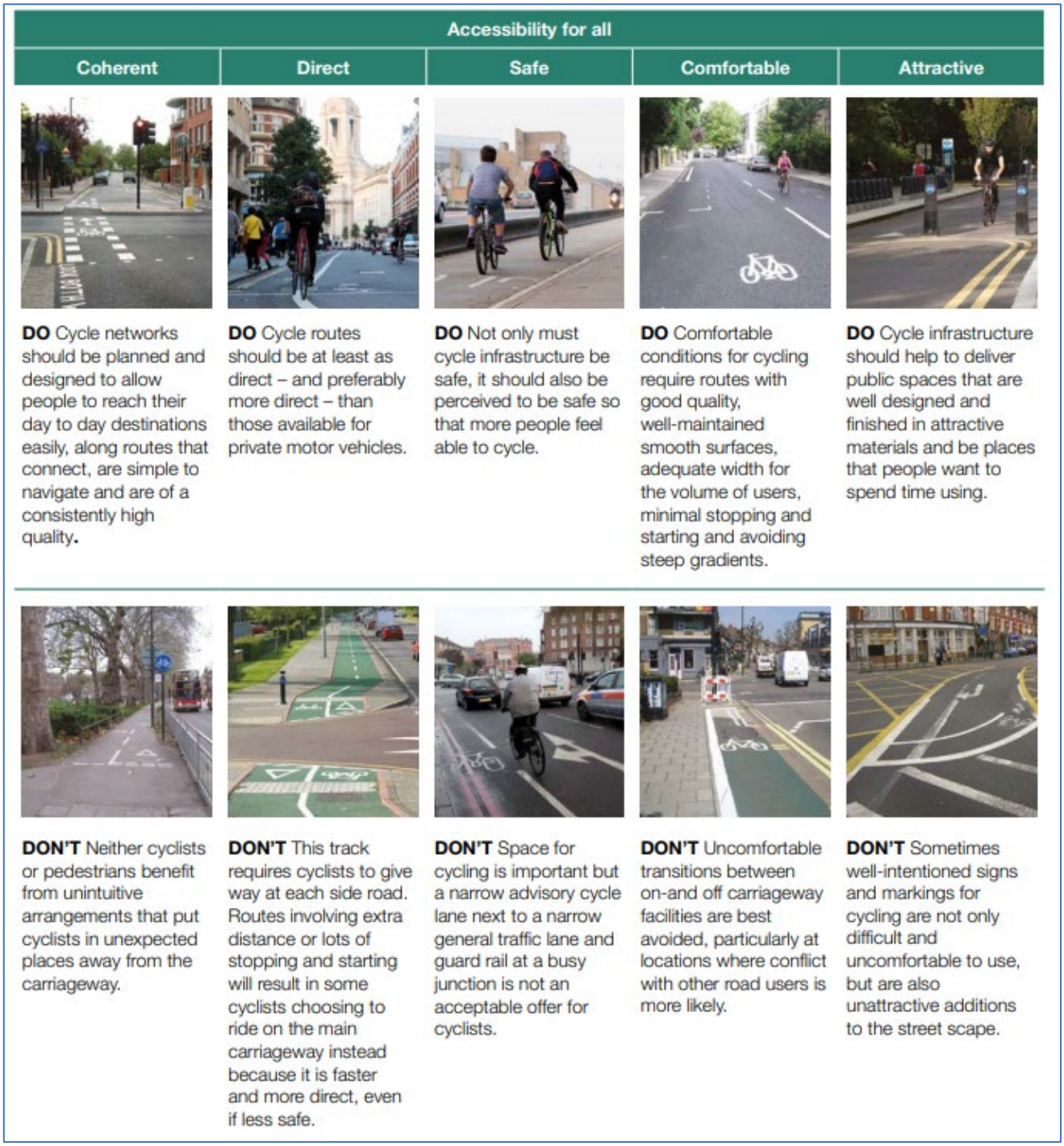

Figure 3: Cycling core design principles (Source: Cycling Infrastructure Design)

3. LCWIP scope and governance

3.1 LCWIP geographical scope

3.1.1 The geographical scope for the West Sussex LCWIP was determined by:

- A review and prioritisation of the schemes identified in the West Sussex Walking and Cycling Strategy 2016-2026
- Priorities identified in the WSTP and
- Discussions with partner authorities on how best to advance a first phase of high priority routes.

3.1.2 Through dialogue it was determined that:

- The County Council would focus this LCWIP on longer-distance corridors that connect communities together and
- District and Borough Councils would focus on developing LCWIPs covering routes within towns – typically focussed on radial routes and key corridors serving town centres, employment and transport hubs, and planned development locations.

3.1.3 Separate LCWIPs have been developed and are published for Adur and Worthing, Chichester, Crawley, Horsham and Mid Sussex. Arundel Town Council is also developing an LCWIP while an Active Travel Study has been prepared for Arun District, identifying required infrastructure.

3.1.4 It is anticipated that LCWIPs covering other towns and districts within the county will be developed in due course, ultimately leading to substantial coverage of West Sussex.

3.1.5 The South Downs National Park Authority has focussed on specific routes within the national park, namely Rother Valley Way and Centurion Way, that provide leisure and tourism connections.

3.1.6 As a first phase LCWIP, the County Council has chosen to focus on six of the inter-community strategic cycle route corridors. The long list of proposals identified in the West Sussex Walking and Cycling Strategy (2016-2026) were prioritised using the Sustrans 'Rate' Tool. The six corridors listed below were considered to represent a high priority as a first tranche of routes:

- A264 Crawley to Horsham
- A259 Emsworth to Chichester - part of existing National Cycle Network (NCN) Route 2
- Selsey to Chichester Greenway
- A259 Bognor Regis to Chichester – whilst wider corridor routes between Bognor Regis and Chichester were identified in the West Sussex Walking and Cycling Strategy (2016-2026), the existing sub-standard A259 route is considered to be worthy of focus
- A24 Findon Valley to Washington and
- Littlehampton to Worthing

3.1.7 Figure 4 illustrates the six inter-community strategic cycle route corridors which form the basis of this version of the West Sussex LCWIP. These six routes will be prioritised in any future bids submitted to the DfT's Active Travel Fund; there is also potential for them to be funded via alternative sources.

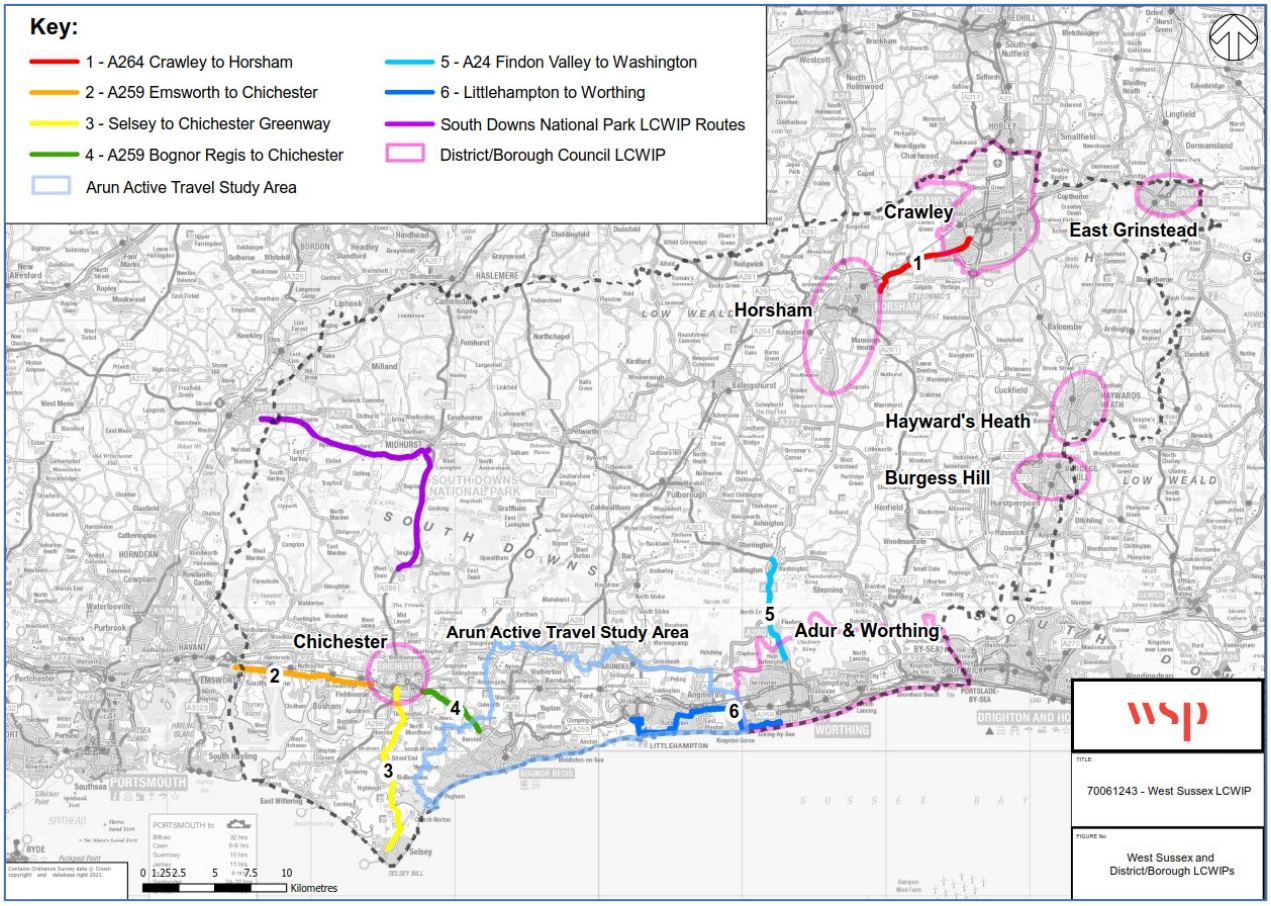

Figure 4: West Sussex LCWIP – geographical scope

3.1.8 As previously described, the West Sussex LCWIP will be complemented by the LCWIP priorities of Districts and Boroughs and the South Downs National Park Authority.

3.1.9 The shortlisted LCWIP corridors will enable cycling to become a natural choice for utility and leisure journeys between some of the county's key communities.

3.1.10 In many cases the corridors also provide connections that will benefit planned development sites. These development locations will need to be supported by investment in high-quality active travel infrastructure as early as practicable to enable cycling and walking.

3.1.11 This LCWIP provides a basis for existing communities and future planned development to benefit from more direct and higher quality active travel corridors. It will help to ensure that West Sussex County Council's aspirations for sustainable planned growth are realised. The County Council intends to work closely with the Local Planning Authorities (the District and Borough Councils and National Park Authority) to secure appropriate and proportionate contributions from developers towards the funding and delivery of the proposals contained within this plan where they will benefit planned development sites.

3.2 LCWIP governance

LCWIP Partners Group

3.2.1 All the Borough and District Councils are now developing proposals for active travel networks as part of a county-wide partnership group. Support has also been provided by Cycling UK and consultancy WSP. The Partners Group will continue to oversee delivery and future development of LCWIPs in West Sussex.

West Sussex cycle summits

3.2.2 The County Council recognises the contribution of elected members, city, town and parish councils, organisations and groups, and local people in identifying and shaping the proposals to enable more cycling and walking journeys to be made. The development of the LCWIP has provided the County Council with an opportunity to strengthen local partnerships with many stakeholder groups.

3.2.3 West Sussex Cycle Summit events were held in 2016, 2017 and 2019. These were attended by dozens of delegates from different backgrounds and organisations who provided valuable input to the Strategy development and subsequent LCWIP process. From examining economic, social and health benefits, to overcoming barriers to delivery and securing funding, these events have and will continue to inform the LCWIP process.

4. 4. LCWIP vision and objectives

4.1 Vision statement

4.1.1 Local living is a key component of the vision outlined in the WSTP. Having an overarching vision is useful to demonstrate how the LCWIP is intended to influence living and working in West Sussex. A vision can present the outcomes it would be desirable to achieve from an active travel and sustainable mobility perspective. Therefore, the overarching vision statement for the West Sussex LCWIP is as follows:

'The people of West Sussex consider cycling and walking as the natural choice for shorter distance journeys, or as part of a longer distance journey, facilitating access to key destinations. Active travel networks are inclusive, well-designed and integrated. Routes to key destinations including employment centres and transport hubs are direct, safe, and attractive.'

4.1.2 This vision will guide the ongoing development, delivery, and evolution of the LCWIP. The vision will be reflected in a phased programme of infrastructure improvements, delivered over time, utilising best practice in design. The focus will be on ensuring local people and places are appropriately connected through investment in high quality active travel infrastructure.

4.2 Supporting aims

4.2.1 To achieve this vision the following specific aims will be applied to this LCWIP:

- To contribute to achieving the WSTP objectives and the aims of the West Sussex Walking & Cycling Strategy objectives (N.B. an updated version of the strategy was adopted in 2024 and rebranded as the 'West Sussex Active Travel Strategy')
- To determine the council's priorities for investment in inter-community active travel routes that connect people with places and activities
- To deliver active travel infrastructure that support the effective integration of transport and land use policy and plans and
- To provide a mechanism for the on-going development and prioritisation of active travel infrastructure in partnership with District and Borough authorities.

Progress in meeting these aims will be reviewed at LCWIP Partners Group meetings.

"The West Sussex LCWIP represents a move from strategy development to planning and delivery, focussing investment on priority corridors with a high propensity for cycling. Developed in partnership with district and borough councils, and complementing their own local investment plans, we will review and update the LCWIP over time to deliver a step-change in the provision of active travel infrastructure locally."

Cllr Joy Dennis – Cabinet Member for Highways & Transport

5. Route Development Planning

5.1 Gathering information

Journey origins and destinations

5.1.1 The initial stage of the LCWIP process involved gathering information on journey origins and destinations for the six shortlisted inter-community strategic cycle route corridors. This enables the cycling and walking networks to better connect the places where people live, work, study, and access services. Principal trip origins and destinations were digitally mapped using Geographic Information System (GIS) software and grouped into clusters where they were close to each other. These were usually based on the main urban centres and villages in the corridors. Straight line connections (referred to as 'desire lines') were then plotted between these key settlements, as directness is an important factor influencing the suitability of cycle routes.

Examining the propensity for cycling

5.1.2 The DfT's Propensity for Cycling Tool was also used to form a general understanding of the current and future potential demand for journeys along each corridor. Whilst this did not directly influence the choice of routes it provided a useful validation exercise to explore the potential increase in cycling journeys which may result from providing or enhancing infrastructure. Following the identification and verification of prioritised desire line corridors, these were converted into actual routes for inclusion in the LCWIP.

5.2 The route selection process

5.2.1 For each strategic cycle route corridor, the desire lines for movement were then mapped to the most direct routes available for cycling (roads and traffic-free links).

5.2.2 The next step was to assess these routes and consider whether they are, or could be made, suitable for cycling, and identify the required infrastructure. The assessment followed the process outlined in the technical guidance shown in Figure 5. The DfT's Route Selection Tool (RST) was applied, which assesses the suitability of routes against core design outcomes and compares it with the potential future state if improvements were made. The process also enables the comparison of alternative routes, should any be identified.

5.2.3 The RST assesses how well a route meets the core design outcomes of directness, gradient, safety, connectivity, and comfort, as well identifying junctions with characteristics hazardous to people cycling (referred to as critical junctions).

5.2.4 The assessments were undertaken by trained auditors, involving a combination of site visits and desk study.

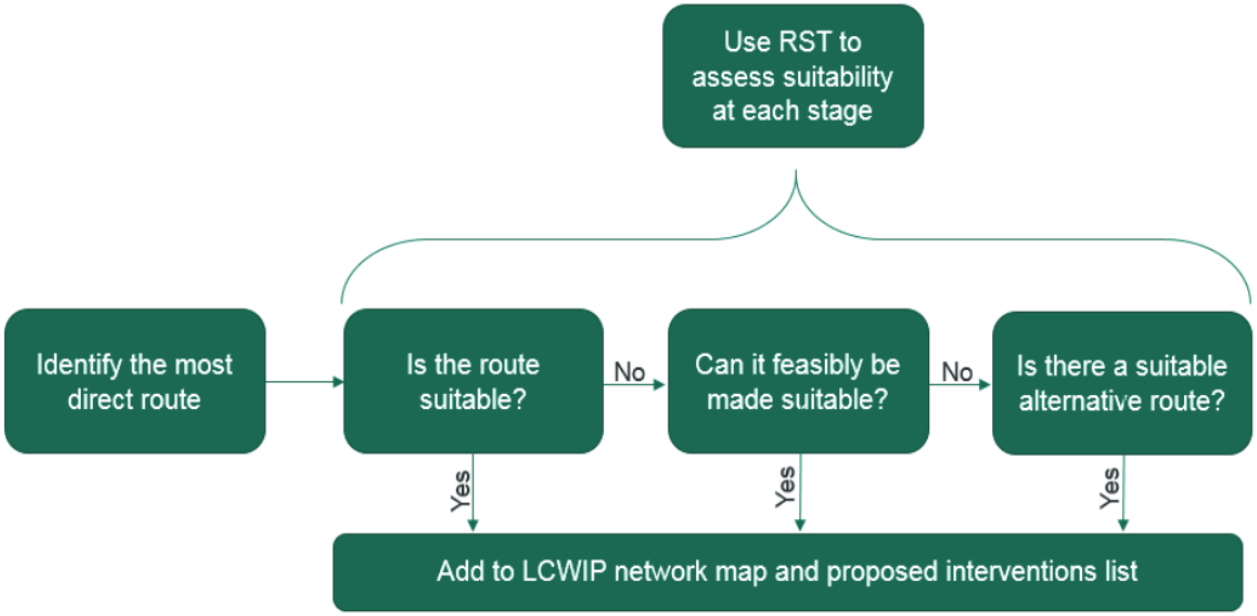

Figure 5: Route Selection Process

5.2.5 The following factors were considered when undertaking the audits and determining the potential route infrastructure improvements:

- The quality of existing infrastructure for people cycling
- The potential of the route to connect other origins and destinations in the corridor
- The potential for and feasibility of route improvements, based on constraints and
- The potential integration with other local highways or active travel schemes or infrastructure programmes to add wider value.

5.3 Overview of shortlisted corridors

5.3.1 The next six chapters 6 to 11 provide an overview of the six shortlisted strategic cycle route corridors in turn, as follows:

- Chapter 6: Corridor 1 – A264 Crawley to Horsham
- Chapter 7: Corridor 2 – A259 Emsworth to Chichester
- Chapter 8: Corridor 3 – Selsey to Chichester Greenway
- Chapter 9: Corridor 4 – A259 Bognor Regis to Chichester
- Chapter 10: Corridor 5 – A24 Findon Valley to Washington and
- Chapter 11: Corridor 6 – Littlehampton to Worthing.

About the plans

5.3.2 Each chapter contains plans (Figure 6 to Figure 28) showing:

- Context of each corridor, in terms of the main settlements along the route, major destinations and significant development sites
- The findings of route audits, in terms of existing cycle infrastructure, and key issues affecting the current suitability of the route for cycling and
- Proposed cycling infrastructure improvements, highlighting the key investment required and giving commentary on major constraints shaping the options available, where appropriate.

5.3.3 The plans are not intended to be exhaustive in terms of their depiction of context, existing issues and proposed improvements. The proposed improvements in particular represent the County Council's proposals for consultation.

5.3.4 The proposed improvements will be subject to:

- Public consultation and detailed analysis of consultation responses
- Design and technical feasibility
- Scheme/route-specific consultation and funding requirements.

5.3.5 Determining a suitable balance between space for different transport modes, or which potential option is most appropriate, will be considered carefully by the Council, informed by available evidence and stakeholder views.

6. Corridor 1: A264 Crawley to Horsham

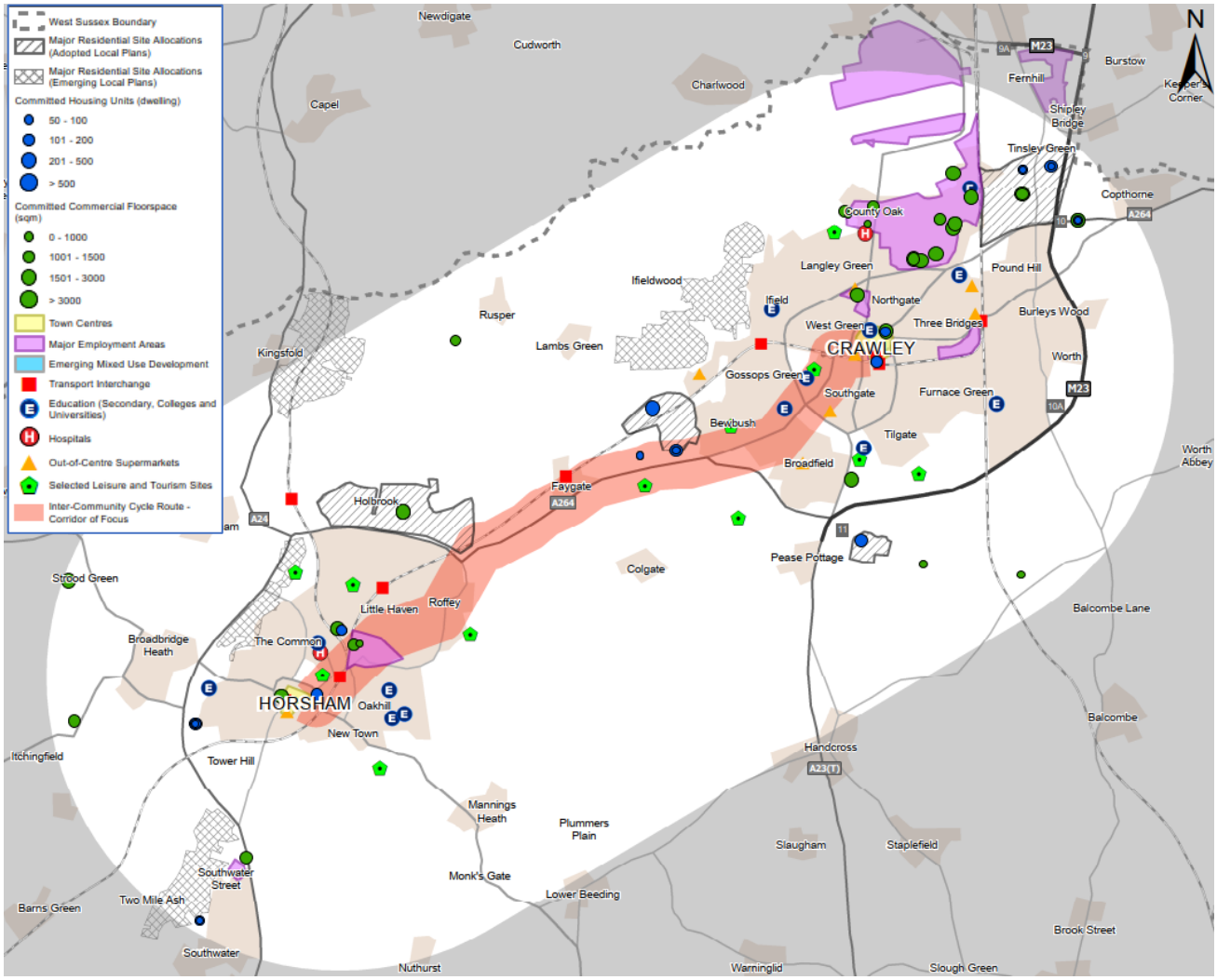

Figure 6: Corridor 1 Context Plan

6.1 Context and key issues

- Corridor connects two of West Sussex's largest towns
- Significant levels of planned residential and employment development around both towns, which will increase travel demand by all modes
- A264 dual carriageway provides the most direct road connection between the two towns; however, it acts as a barrier to active travel journeys.
- Crawley Borough Council are preparing an LCWIP covering the town. Route K includes a section of Horsham Road from Broadfield Roundabout to Downland Drive.
- Horsham District Council have published an LCWIP covering Horsham town and connections in from surrounding villages. This includes the Crawley Road corridor from the town centre to Roffey Corner.

6.2 Key opportunities

- Enhance active travel connections from new developments, particularly North Horsham and Kilnwood Vale.
- Enable safer and easier cycling and walking journeys between the towns.
- Improve leisure trips into surrounding countryside, including St. Leonard's Forest.
- A multi-modal corridor improvement on the A264 is a medium term (2027-2032) priority in the WSTP.

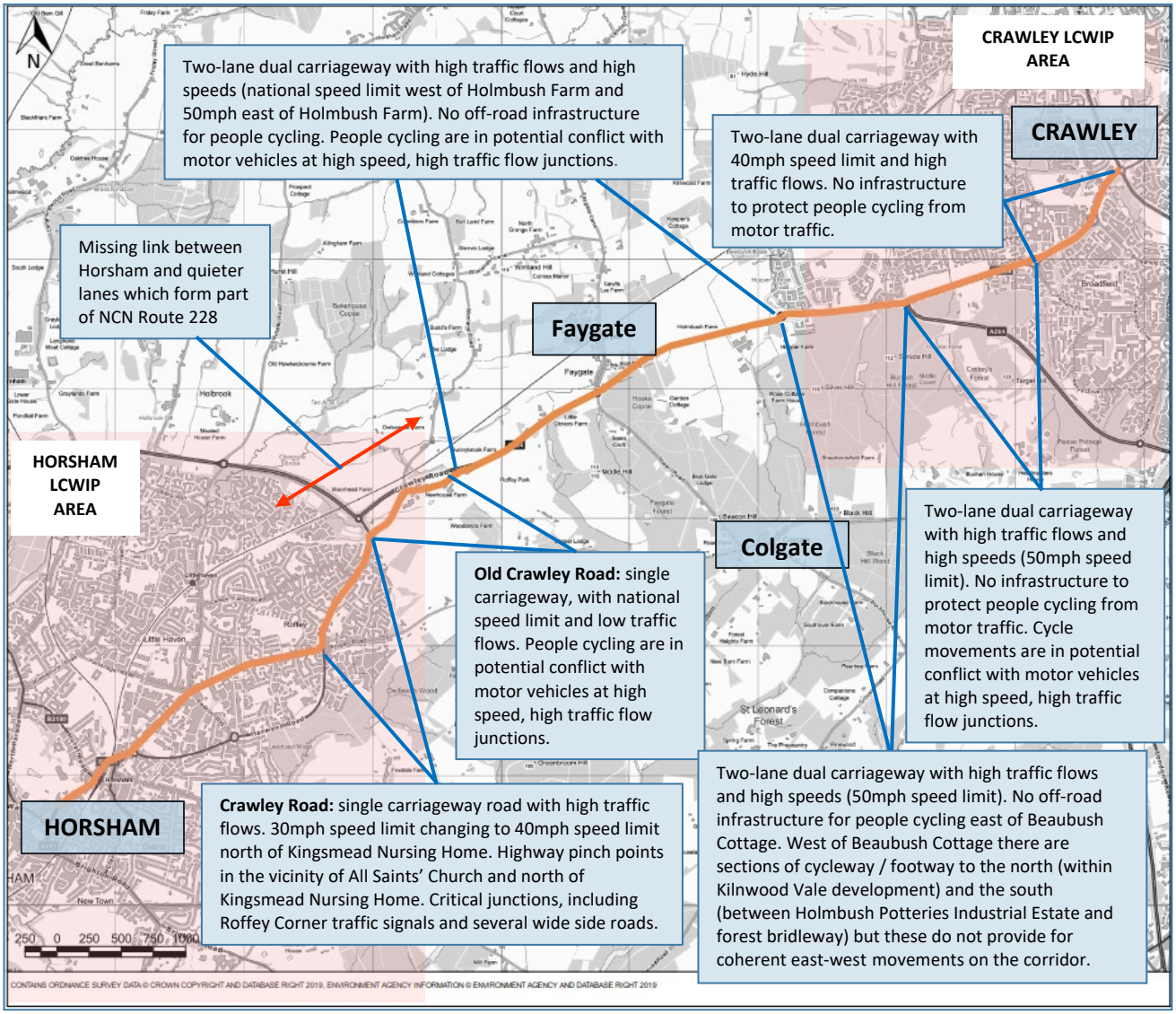

Figure 7: Corridor 1 Route Audit Plan

6.3 Summary of route audit findings

- Majority of the A264 is a dual carriageway with high traffic speeds and volumes, creating a very poor environment for cycling. There are multiple critical junctions, including several multi-lane roundabouts.
- Highway width constraints at locations along the dual carriageway section will have a bearing on the feasibility of improvements.
- Crawley Road, Horsham has space constraints due to property frontages, limiting potential infrastructure options.

- National Cycle Network Route 228 provides a partial alternative route to the north of the A264. It follows rural lanes and bridleways but forms a less direct route. There is however a 'missing link' between the edge of Horsham and Wimland Road.
- Forest Road is an alternative route to the south of the A264. However, it has significant traffic flows and 85th percentile speeds of over 40mph), making it currently unsuitable for most people cycling. There is limited highway width.
- Within Crawley and Horsham there are alternative route options away from the identified corridor using off-carriageway links and residential roads. These may better serve residential areas but are less direct.

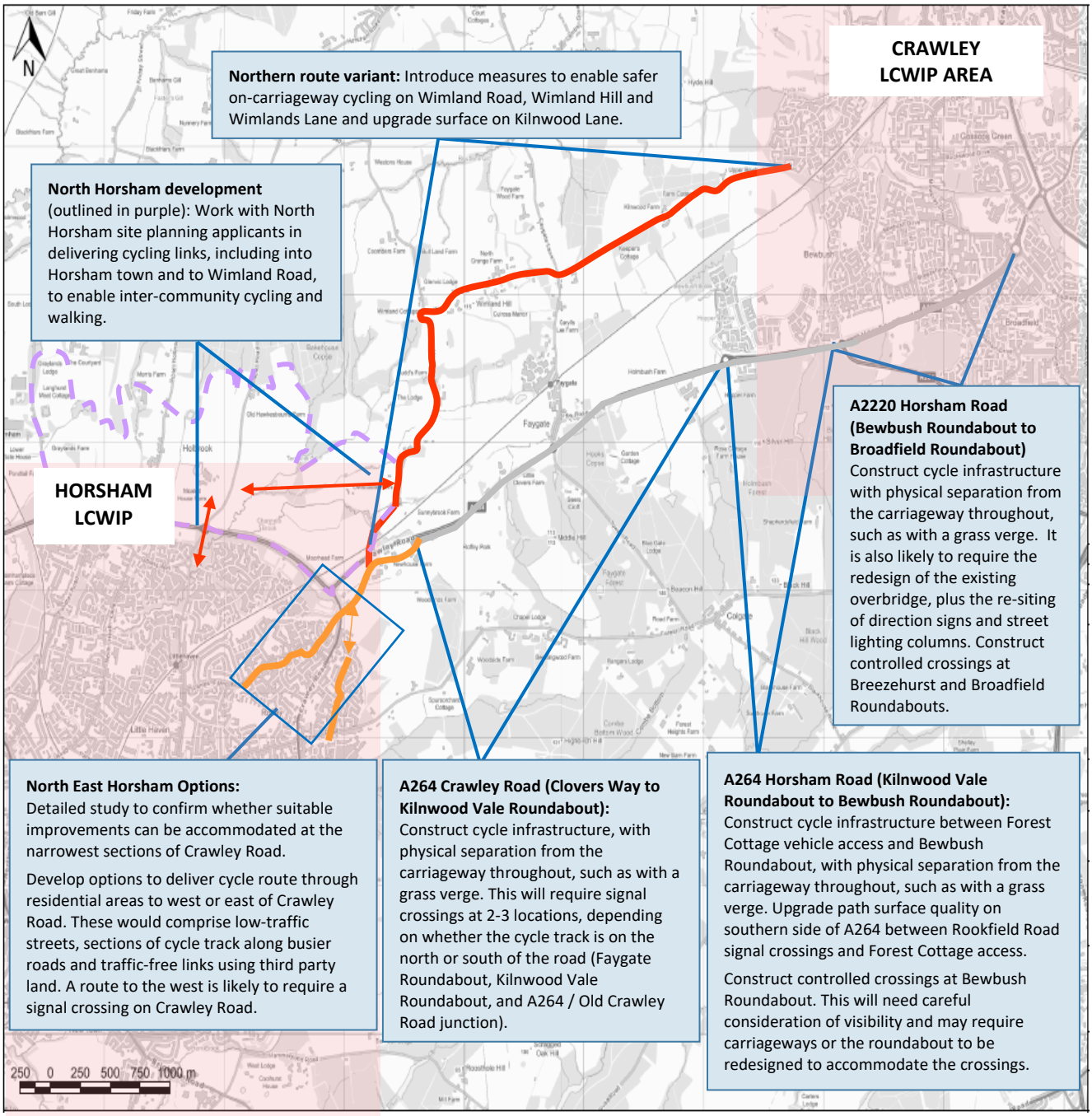

Figure 8: Corridor 1 Proposed Improvements Plan

6.4 Overview of proposals

- Achieving a suitable cycle route on the A264 (shown in green) will require extensive works to construct infrastructure with sufficient verge separation from the dual carriageway. In many locations land in private ownership may be required, or one carriageway realigned, using part of the grassed central reservation. It is likely to also require vegetation clearance, embankments, cuttings, and landscape bunds to be reprofiled. A shared use facility is likely to be appropriate based on anticipated low pedestrian flows.
- A less direct but more affordable alternative route can be progressed using quieter rural lanes and bridleways to the north, utilising part of NCN 228 (shown in red on the plan).
- The County and District Councils will work with the North Horsham site planning applicants to ensure 'missing link' cycling connections from Wimland Road to Horsham are delivered.
- At the Horsham end of the corridor, pinch points along Crawley Road indicate that a continuous cycle track could only be accommodated if third party land was acquired or if one-way shuttle working was introduced, which may not be deliverable. There is greater potential to create route/s to the east or west of Crawley Road (orange lines).

7. Corridor 2: A259 Emsworth to Chichester

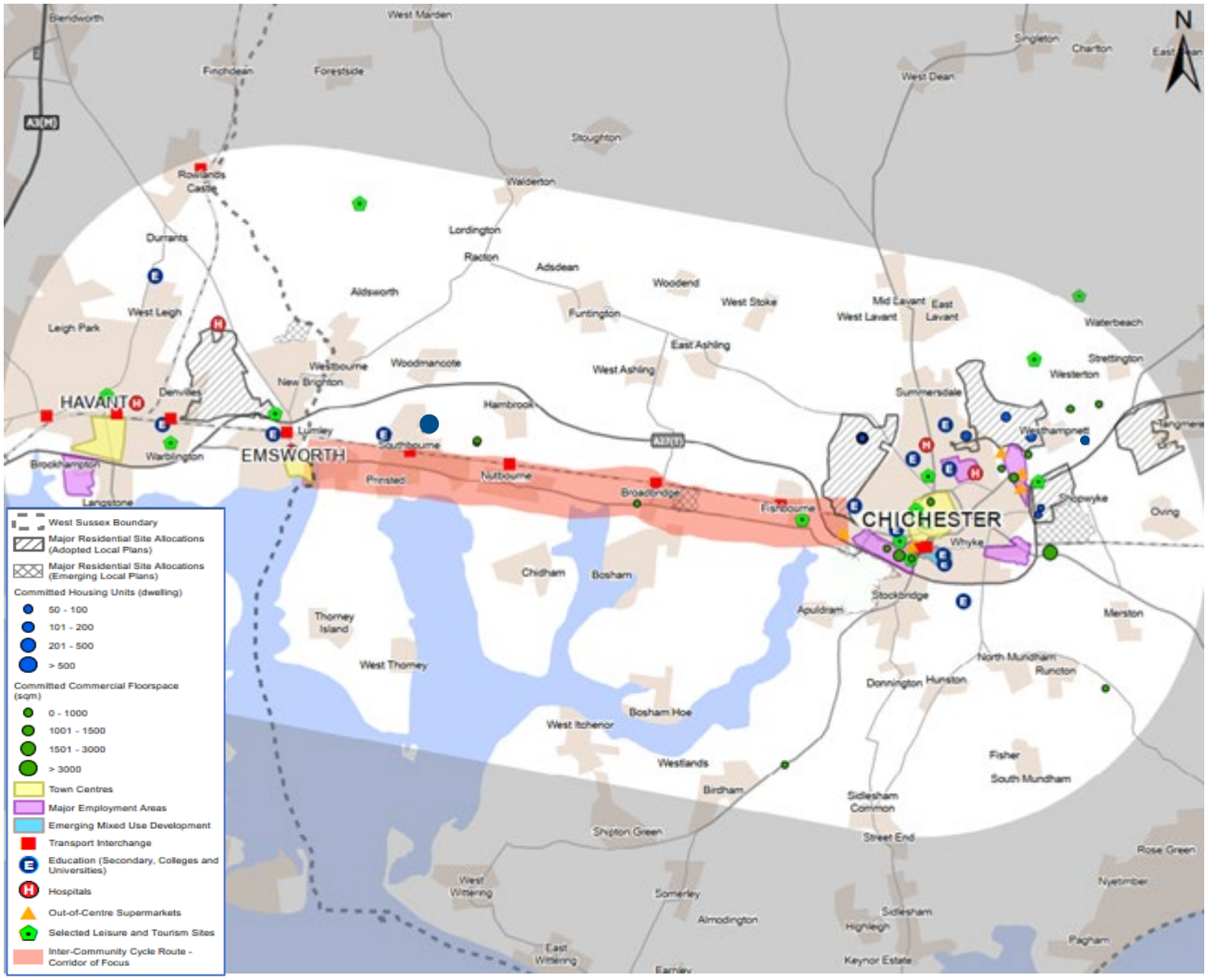

Figure 9: Corridor 2 Context Plan

7.1 Context and key issues

- 10km corridor along the A259 between Emsworth to Chichester, with strong travel demand from settlements in the corridor to Chichester and towards Havant / Portsmouth. Corridor follows existing NCN Route 2.
- Significant levels of planned residential and employment development around Chichester and between Havant and Emsworth, which will increase travel demand by all modes.
- Series of closely spaced communities along the A259 corridor, which makes journeys between them well-suited to active travel.
- The A259 is an official diversion route when incidents affect the A27, which means it needs to accommodate significant flows of agricultural and heavy goods vehicles in both directions.
- Chichester City LCWIP adopted by Chichester District Council

7.2 Key opportunities

- Enhance active travel connections from village communities to facilities along the A259 corridor.
- Improve visitor access to the Chichester Harbour Area of Outstanding Natural Beauty.
- Connect to routes in the adopted Chichester City LCWIP, prepared by Chichester District Council area (e.g. 'Route K – Fishbourne Road East and Westgate).
- Connect to routes identified in the Havant draft LCWIP aspirational network plan 2036, which includes Emsworth.
- Enhance active travel connections from new developments along the A259 corridor to Havant and Chichester

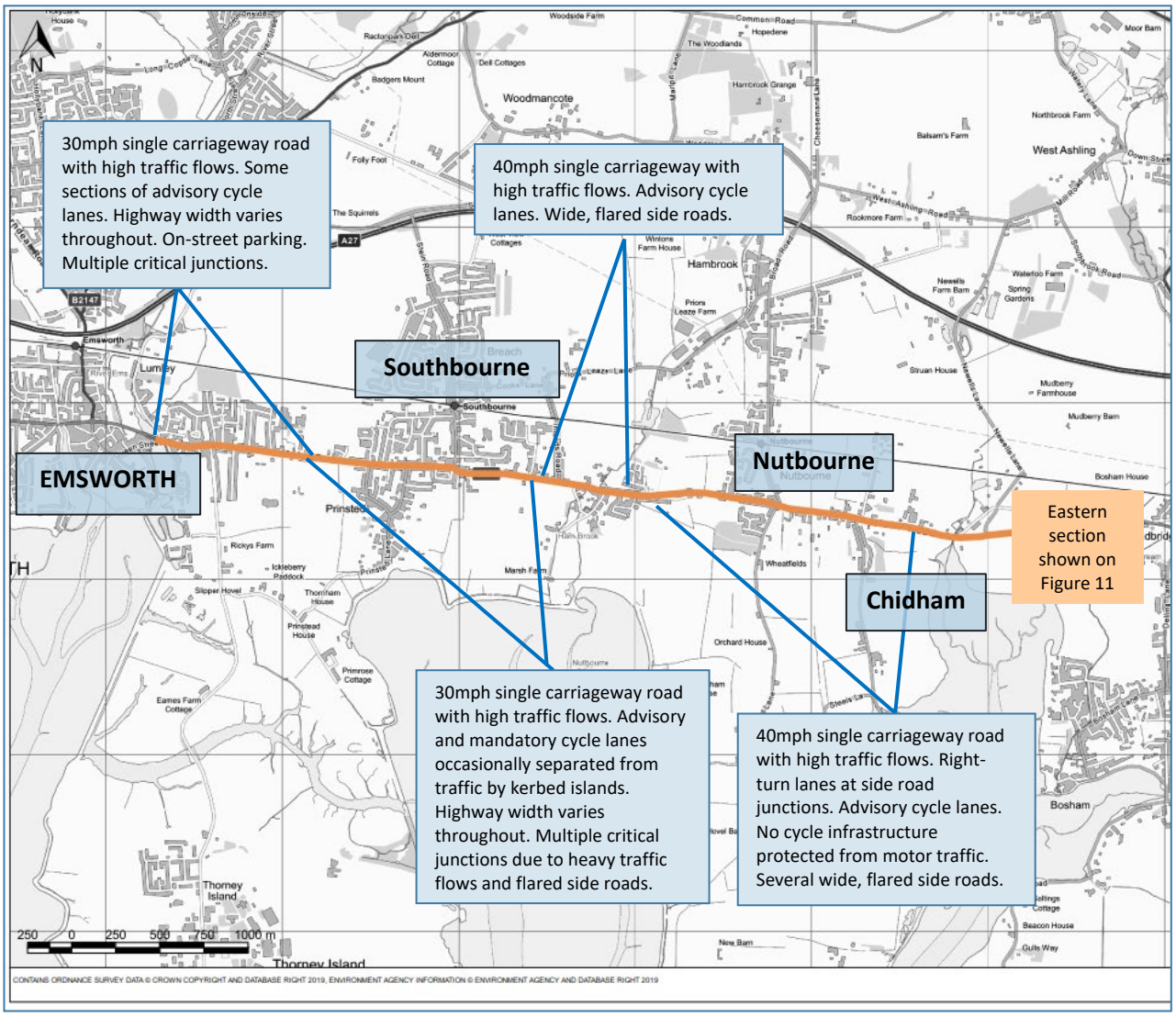

Figure 10: Corridor 2 Route Audit Plan (West Section)

7.3 Summary of route audit findings (East Section)

- High traffic flows on the A259 throughout the corridor, making on-carriageway cycling unsuitable for most people.
- Current cycle infrastructure provision is inconsistent, and much of the western section has no protected cycle tracks.
- Some sections with high traffic speeds (up to 40 mph) – the 85th percentile is above 40 mph in places.
- There are space constraints which limit the options for improved cycle infrastructure, particularly through the villages of Southbourne, Nutbourne and Chidham.
- Many side roads onto A259 are wide and have gentle radii to benefit vehicle turning movements, which increases crossing distances for cyclists.
- Narrow highway corridor constraining what can be built.
- Low pedestrian flows between villages.

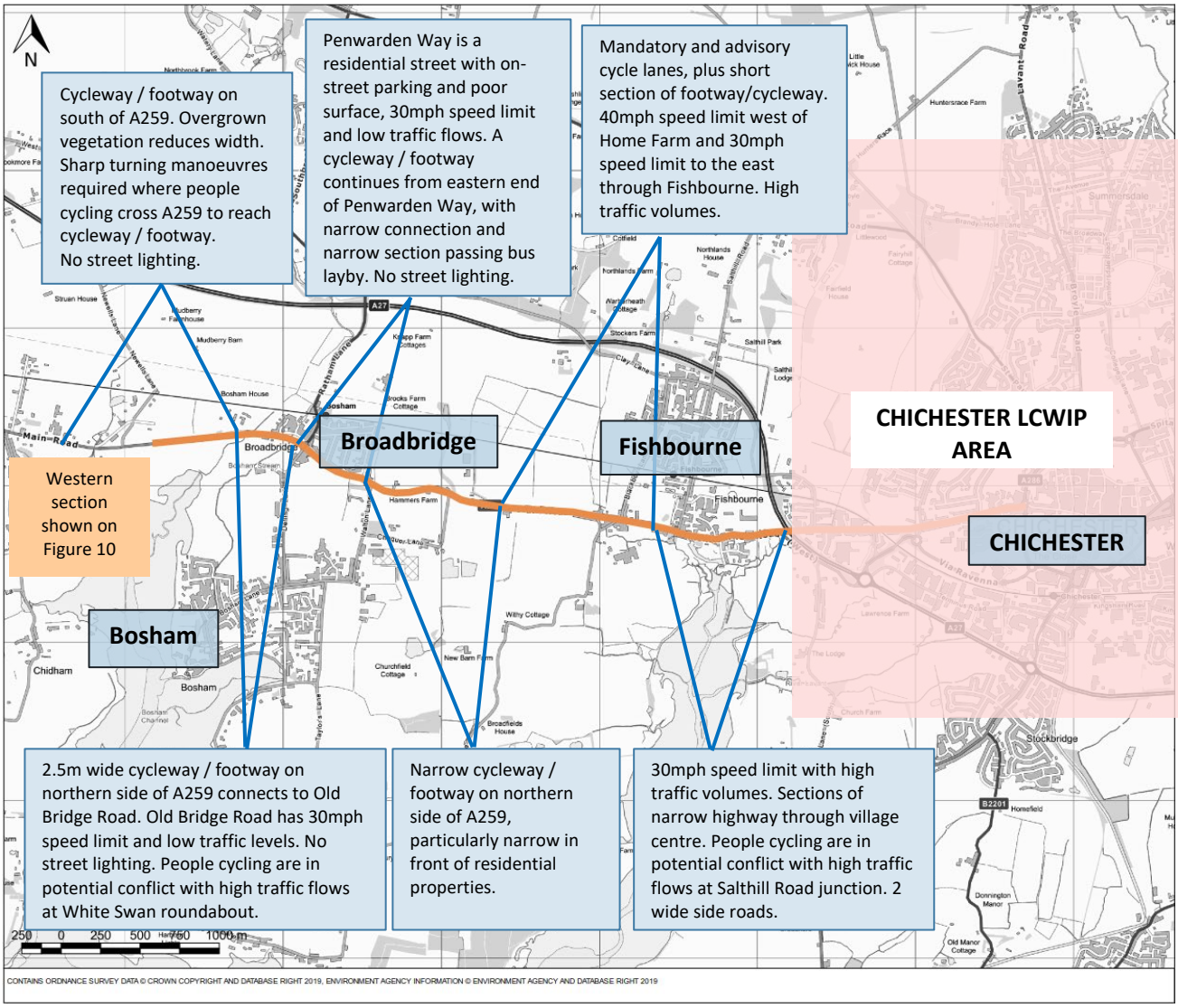

Figure 11: Corridor 2 Route Audit Plan (East Section)

7.4 Summary of route audit findings (West Section)

- High traffic flows along A259 throughout the corridor, making on-carriageway cycling unsuitable for most people.
- Mixture of current cycle provision (cycleway / footway and mandatory and advisory cycle lanes) that are sub-standard width – 1m wide in several sections.
- Around half of the eastern section has no protected cycle tracks, including in places which have 40mph speed limit.
- Not all sections have street lighting and, in some places, overgrown vegetation reduces available space for cycling.
- Legionary Way is an existing, short, traffic-free route running north of the A259 in Fishbourne.
- The A259 has space constraints which limits the options for improved cycle infrastructure, particularly through Fishbourne.
- Many side roads onto A259 are wide and have gentle radii to benefit vehicle turning movements, which increases crossing distances for cyclists.

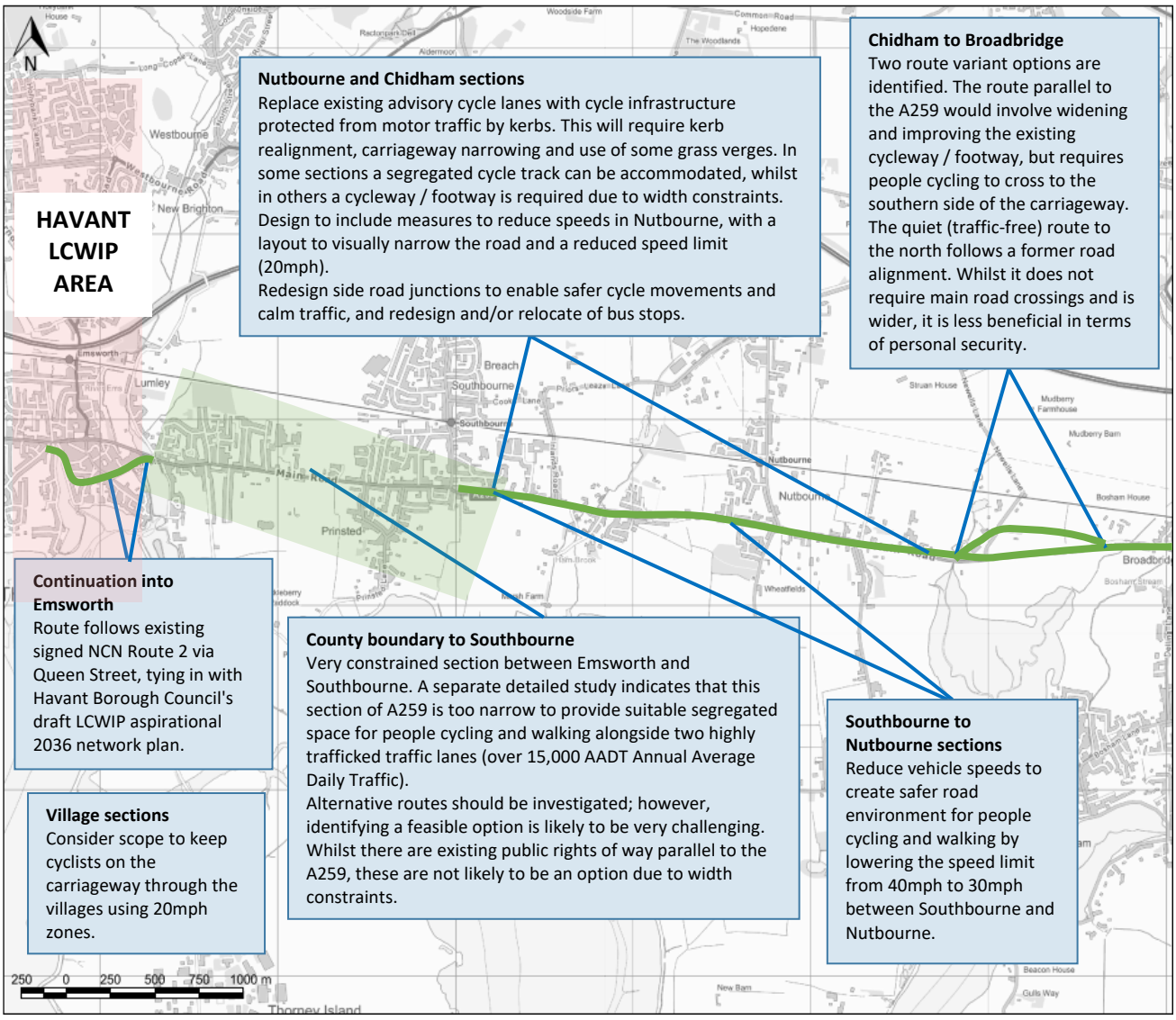

Figure 12: Corridor 2 Proposed Improvements Plan (West Section)

7.5 Overview of proposals (East Section)

- For the section of A259 east of Southbourne, construct cycle infrastructure with physical separation from motor vehicles. Due to space constraints the most feasible option in some sections would involve carriageway narrowing and kerb realignment to accommodate a shared cycleway / footway. Whilst the infrastructure could be provided on either side of the carriageway, there appears to be greater scope to create a continuous route on the northern side.
- For the section between Emsworth and Southbourne, detailed study indicates that the A259 is too narrow to provide suitable segregated space for people cycling and walking alongside two traffic lanes, even taking into account potential carriageway narrowing. An alternative alignment for the cycleway should be considered either to the north or south of the A259.
- Alterative alignments would however be less direct and/or would involve significant amounts of land in private ownership.
- The proposals for the A259 will require on-street parking to be restricted and relocated in some locations. Several bus stops will need to be redesigned and / or relocated. Side road junctions will need to be redesigned to reduce the speed of turning vehicles and introduce priority for crossing cycle movements where it is safe and possible to do so.
- Consider 20mph zones though the village sections where there is insufficient space to provide segregated facilities.

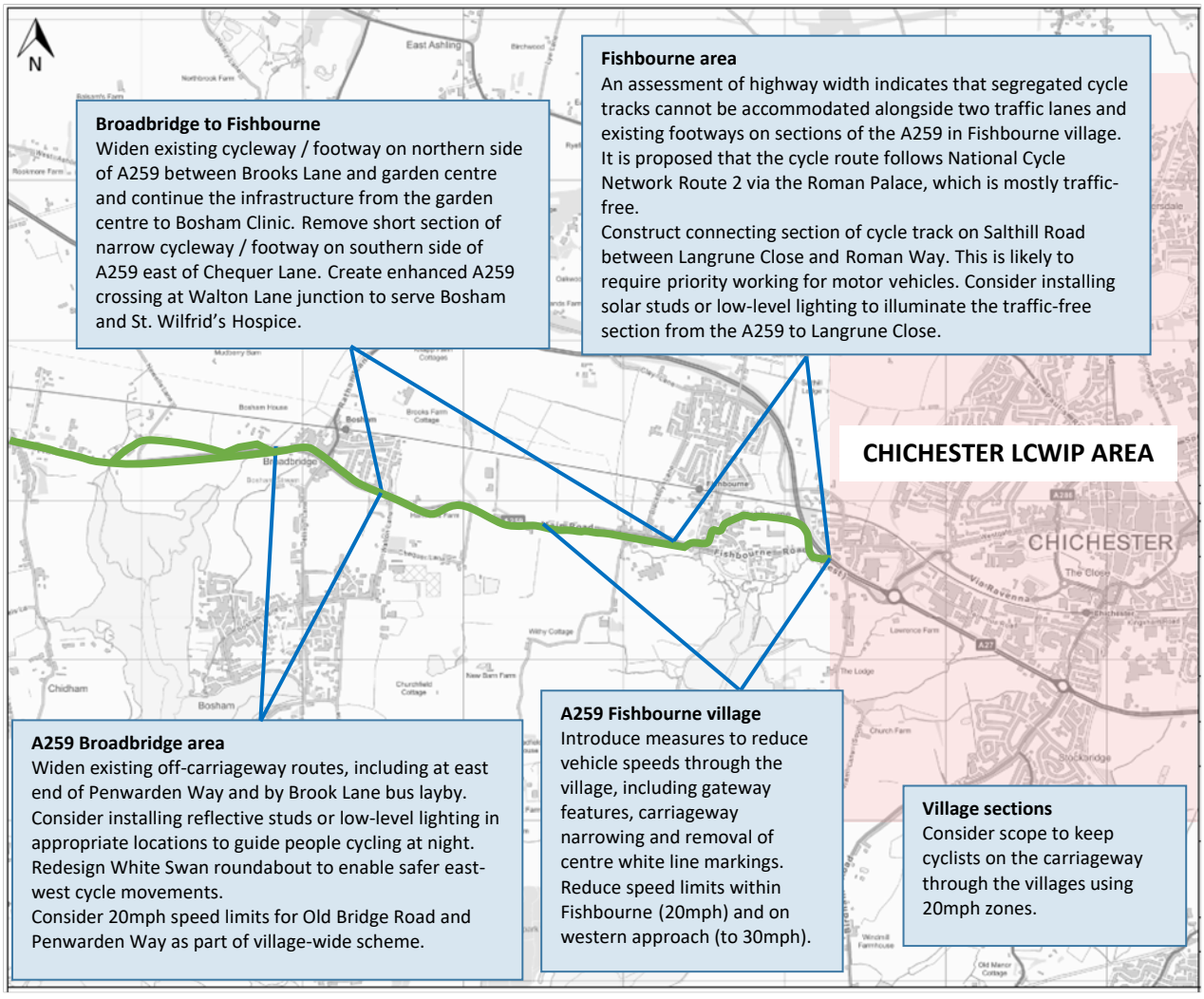

Figure 13: Corridor 2 Proposed Improvements Plan (East Section)

7.6 Overview of proposals (West Section)

- Construct cycle infrastructure with physical separation from motor vehicles along the A259 in most locations, to achieve the most direct route and serve local destinations. Whilst the infrastructure could be provided on either side of the carriageway, there appears to be greater scope to create a continuous route on the northern side.
- Significant highway width constraints on parts of the A259 mean that segregated cycle tracks cannot be provided along the full length, along with separate footways and two traffic lanes. Based on an assessment of highway widths, the most feasible option in many sections would involve carriageway narrowing and kerb realignment to accommodate a shared cycleway / footway.
- The proposals will require on-street parking to be restricted or relocated in some locations. Several bus stops will need to be redesigned and / or relocated.
- In Fishbourne the alternative route is to divert away from the A259 with improvements to the signed NCN Route 2.
- Achieving alterative alignments to the A259 would be substantially less direct and/or would involve significant amounts of land in private ownership.
- Consider 20mph zones though the village sections where there is insufficient space to provide segregated facilities.

8. Corridor 3: Selsey to Chichester Greenway

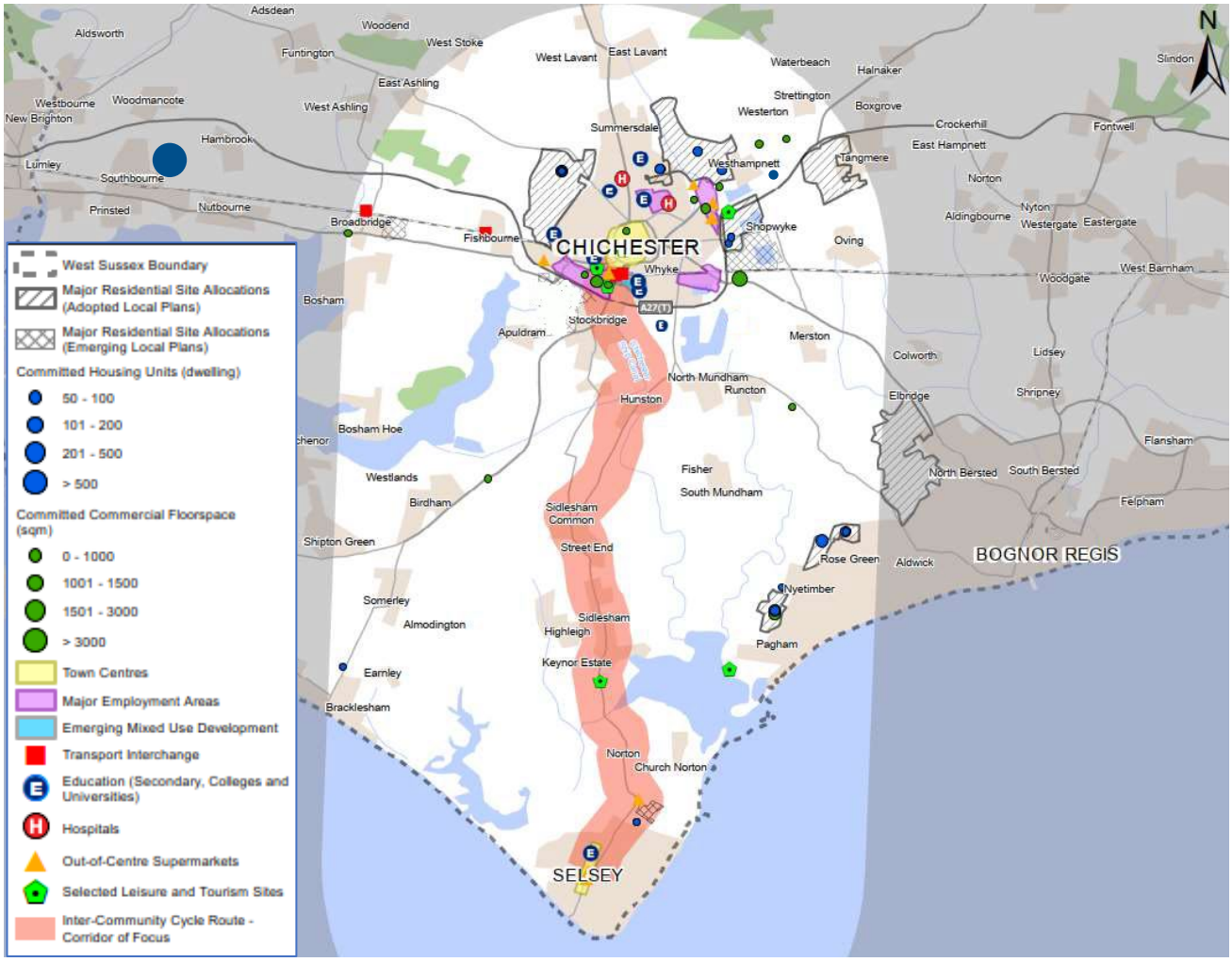

Figure 14: Corridor 3 Context Plan

8.1 Context and key issues

- Approximately 10km corridor between the coast at Selsey and Chichester, with strong travel demand from Selsey and communities on the corridor into Chichester.
- Planned residential and employment development around Chichester, with secondary focus of development at Selsey, which will increase travel demand by all modes.
- Generally flat terrain.
- Road congestion on the B2145 / B2201 corridor between the towns.

8.2 Key opportunities

- Enhance active travel connections for village communities in the corridor, including Hunston and Sidlesham.
- Potential to cater for a mix of everyday journeys, including to education, employment, and shopping.
- Potential to improve visitor access to the Manhood Peninsula, including to Pagham Harbour and Medmerry reserves, and as part of circular trips.
- Sustrans proposal already prepared for a Greenway to avoid B2201 / B2145 corridor.
- LCWIP can build on the initial work already started by the Selsey Greenway Group.
- Complements the adopted Chichester City LCWIP, prepared by Chichester District Council.

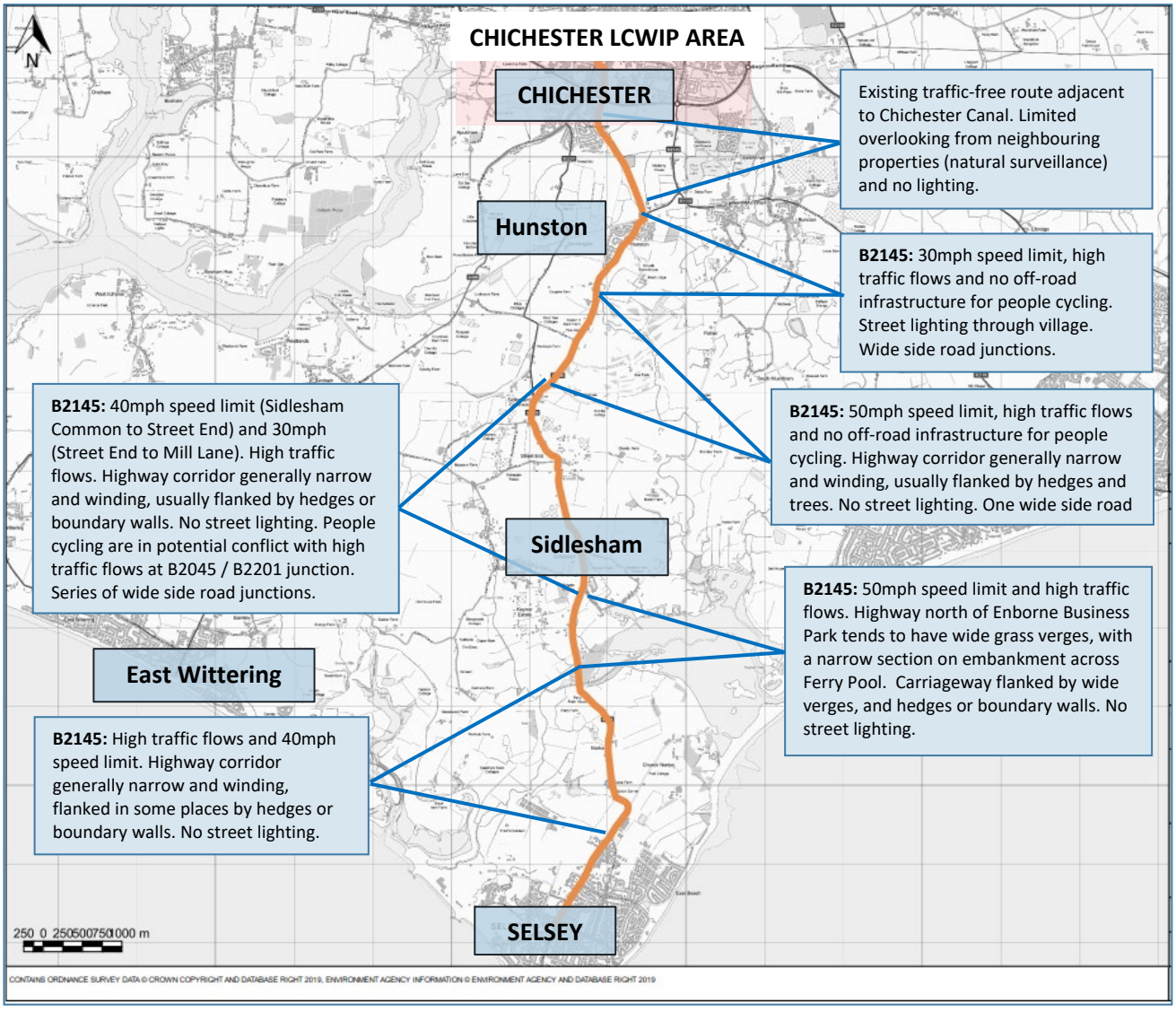

Figure 15: Corridor 3 Route Audit Plan

8.3 Summary of route audit findings

- High traffic volumes – the B2201 north of Sidlesham mid-way along the corridor carries approximately 12,600 vehicles per day, making on-carriageway cycling unsuitable for most people.
- High traffic speeds – speed limits along the B2145 / B2201 corridor range from 30mph to 50mph, making on-carriageway cycling unsuitable for most people.
- Majority of B2145 / B2201 corridor is narrow and has limited space to construct cycle infrastructure.
- Multiple critical junctions, often where people cycling come in potential conflict with heavy traffic flows.
- Some sections of carriageway have no street lighting, which limits opportunities for year-round utility cycling.

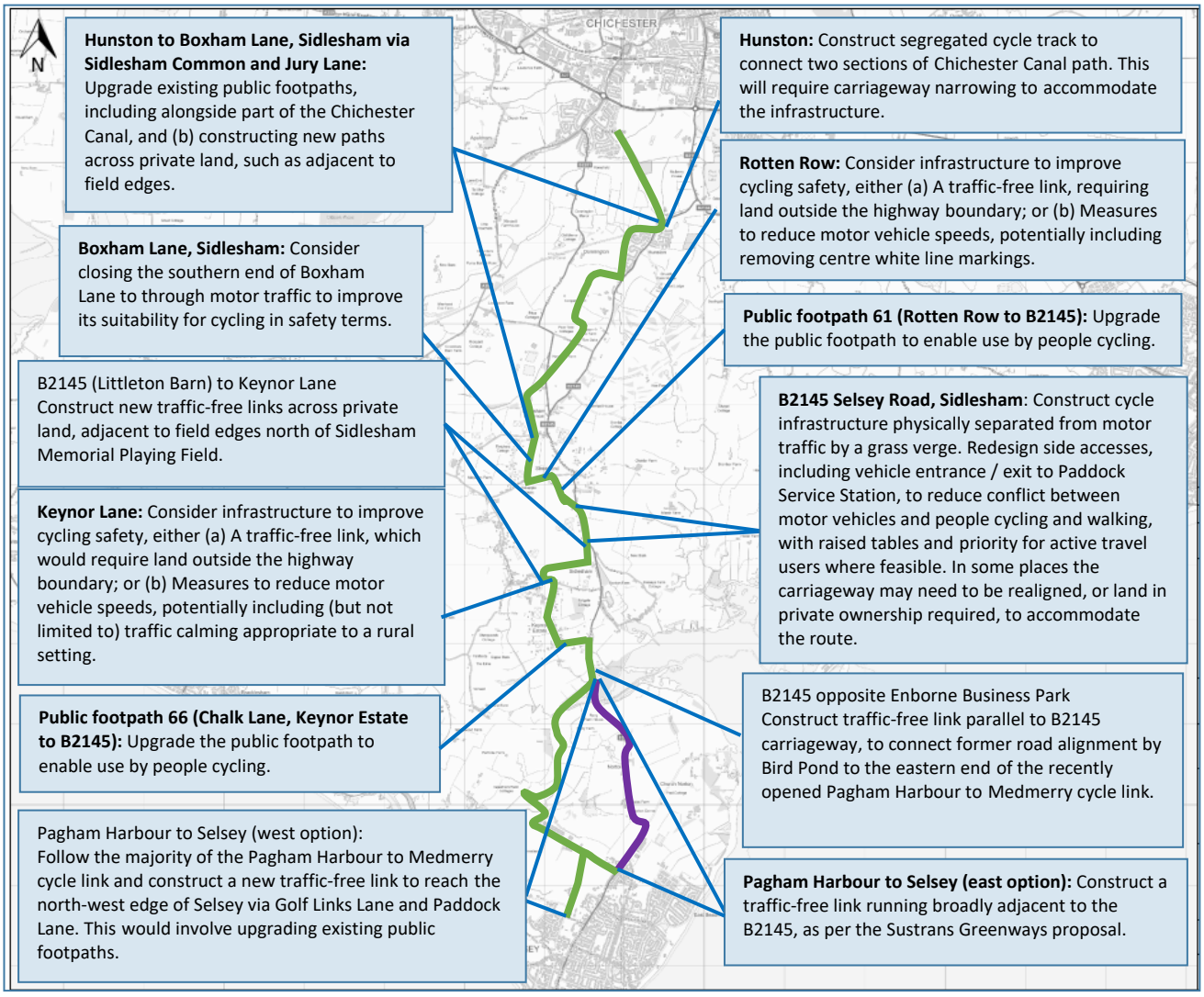

Figure 16: Corridor 3 Proposed Improvements Plan

8.4 Overview of proposals

- Develop the Sustrans greenway proposal as a means of providing safe and comfortable cycling connections between Selsey, Chichester and the communities along the corridor. This comprises new and improved cycleways / footways and sections of quiet lanes, where traffic flows are light and traffic speeds are low.
- Off-carriageway sections will require suitable all-weather surfaces. They will also require appropriate agreements to legally permit the use of the routes by people cycling. The preferred mechanism for this would be to confer public bridleway status on the routes; an alternative could be a section 28 agreement under the Highways Act 1980 (this enables public use for people walking and cycling but does not allow equestrian use). This will require agreements with, or land purchase from landowners, along with drainage works and new boundary treatments, such as fences, plus some vegetation clearance.
- Between Pagham Harbour and Selsey, two options are identified, the western of which is considered more feasible (green lines). Negotiations are underway with landowners where sections of the proposed route fall outside the highway boundary.

9. Corridor 4: A259 Bognor Regis to Chichester

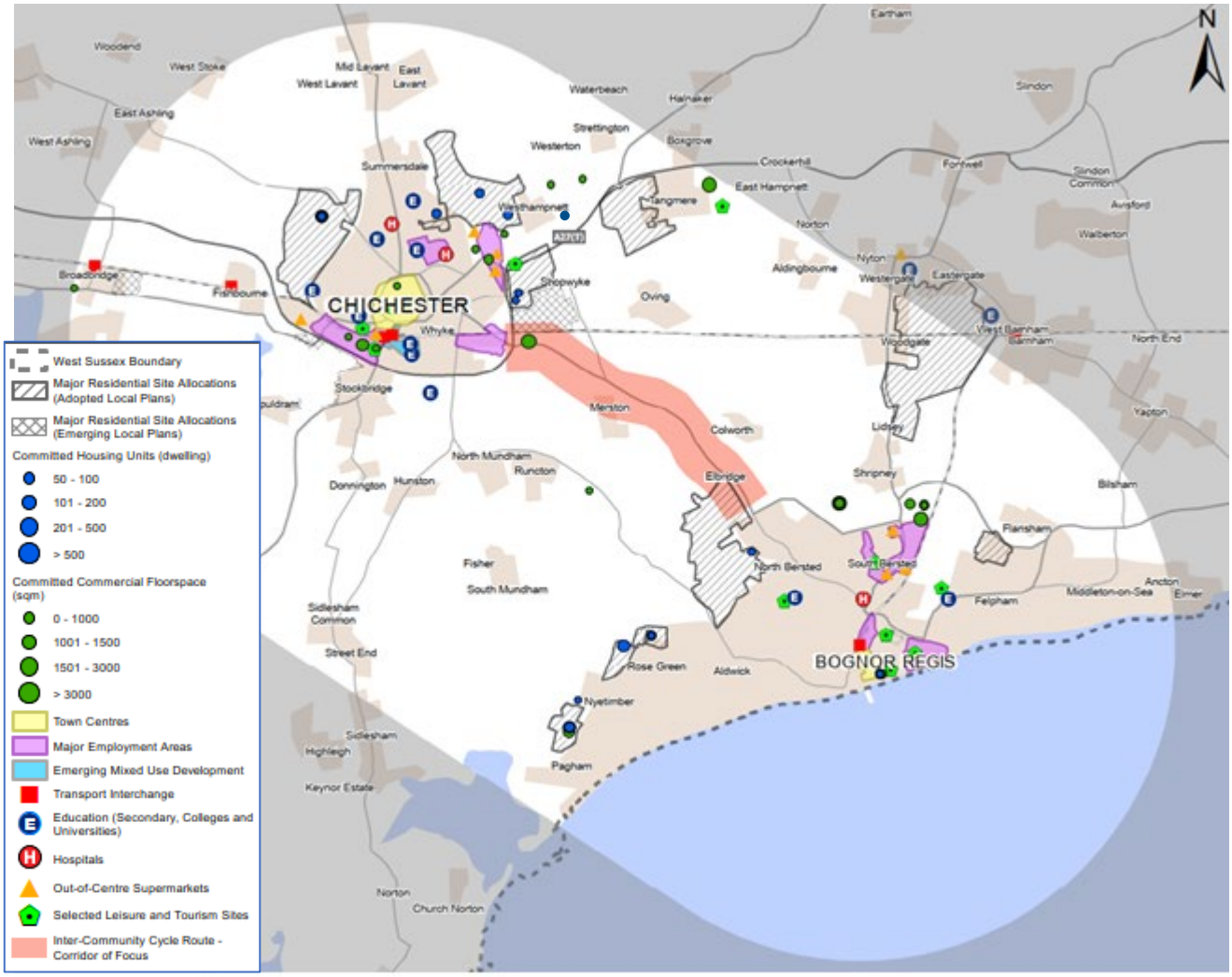

Figure 17: Corridor 4 Context Plan

9.1 Context and key issues

- 5km corridor from North Bersted to Chichester Bypass.
- Significant levels of planned residential and employment development around Bognor Regis and Chichester which will increase travel demand by all modes.
- Strong travel demand, particularly from Bognor to Chichester.
- Generally flat terrain.
- Significant road congestion.
- Chichester City LCWIP adopted by Chichester District Council.

9.2 Key opportunities

- Potential for phased approach to create multiple cycle routes between Bognor Regis to Chichester to serve different communities, such as Pagham.
- Potential to designate the route as a section of National Cycle Network Route 2.
- Cater for a mix of everyday (utility) journeys and leisure journeys.
- A259 Bognor Regis to Chichester Corridor Enhancement is a short term (2022-2027) priority in the WSTP and a feasibility study (underway) will carry out more detailed infrastructure options appraisal and feasibility work, including for cycling and walking, to support future funding applications, including a potential Major Road Network bid.

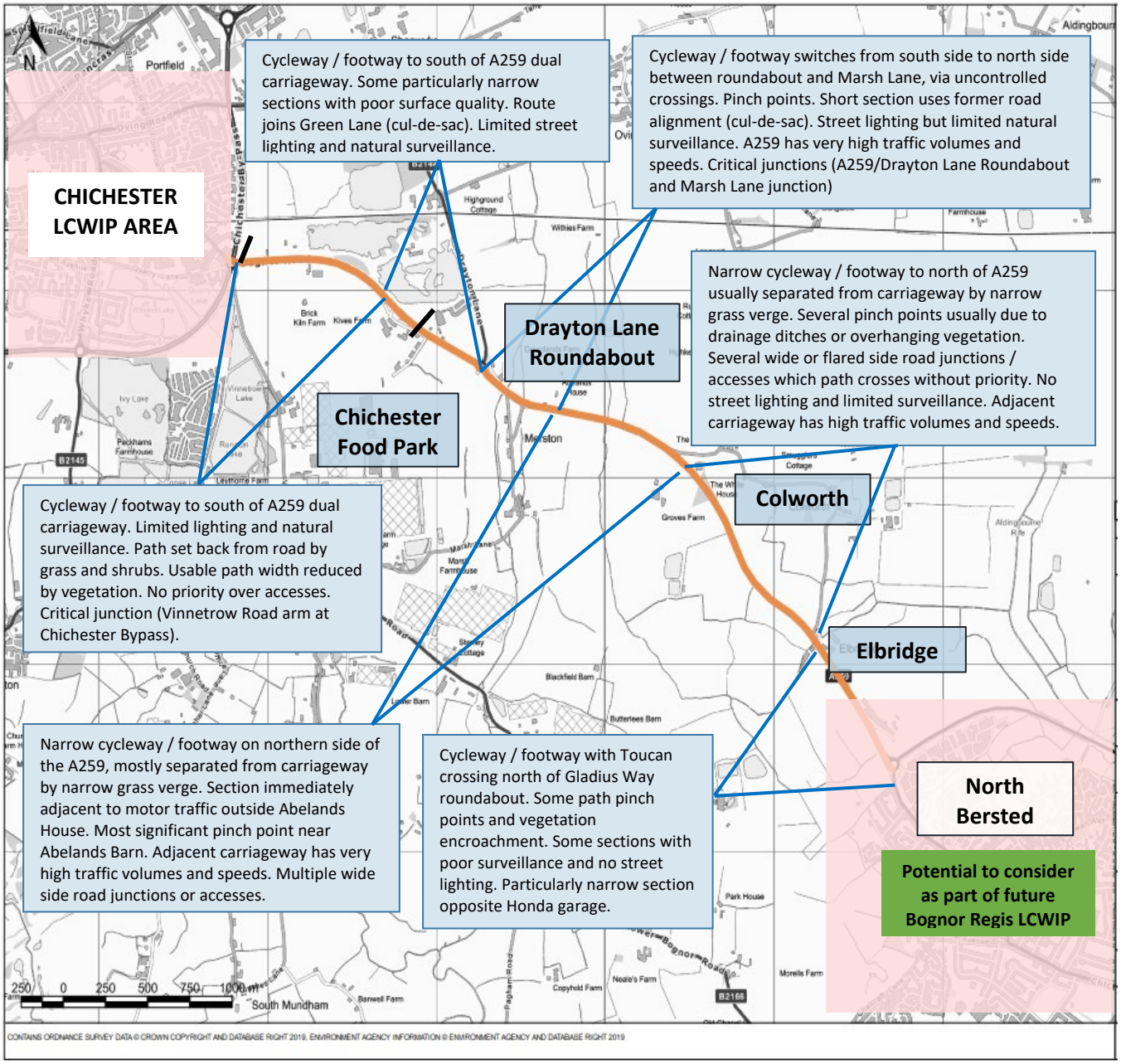

Figure 18: Corridor 4 Route Audit Plan

9.3 Summary of route audit findings

- Existing shared use facility runs parallel to the A259 and is narrow in many places; this means people cycling and walking are unable to pass each other safely.
- Overhanging vegetation and drainage ditches create particular pinch points. Poor drainage and ponding features on the path in many places.
- The path has limited or no separation from adjacent motor traffic, which creates safety and comfort issues for people cycling and walking.
- People cycling and walking currently have no priority when crossing side roads and accesses, some of which are wide, which creates safety issues.
- Some of the road crossings on the route where the highest vehicle flows are encountered do not have signal crossings to help people cycling and walking cross safely (A259 at Drayton Lane Roundabout and Vinnetrow Road).

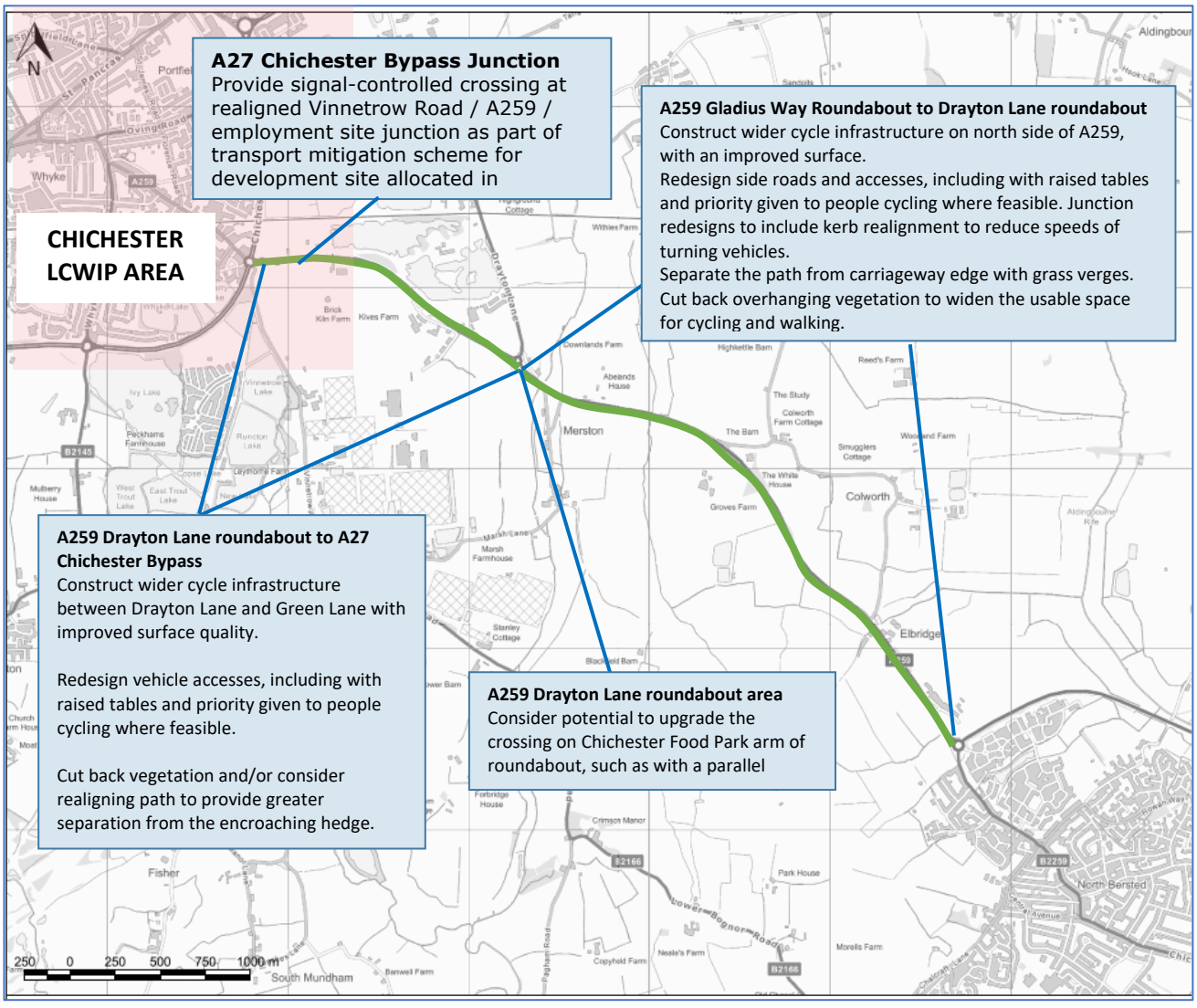

Figure 19: Corridor 4 Proposed Improvements Plan

9.4 Overview of proposals

- Provide wider cycle infrastructure with greater physical separation from motor traffic throughout the corridor, from Gladius Way on northern edge of Bognor Regis, to Chichester Bypass.
- In some locations constructing a route of suitable width may be reliant on land in private ownership.
- The improvements will require kerb realignment and works to ditches and watercourses and places along the route to provide additional width at pinch points.
- Pedestrian flows between the two towns are anticipated to be low, which suggests that a shared use facility may be appropriate.
- Improved crossings to be constructed at the Drayton Lane Roundabout and the Vinnetrow Road arm of the Chichester Bypass roundabout.

10. Corridor 5: A24 Findon Valley to Washington

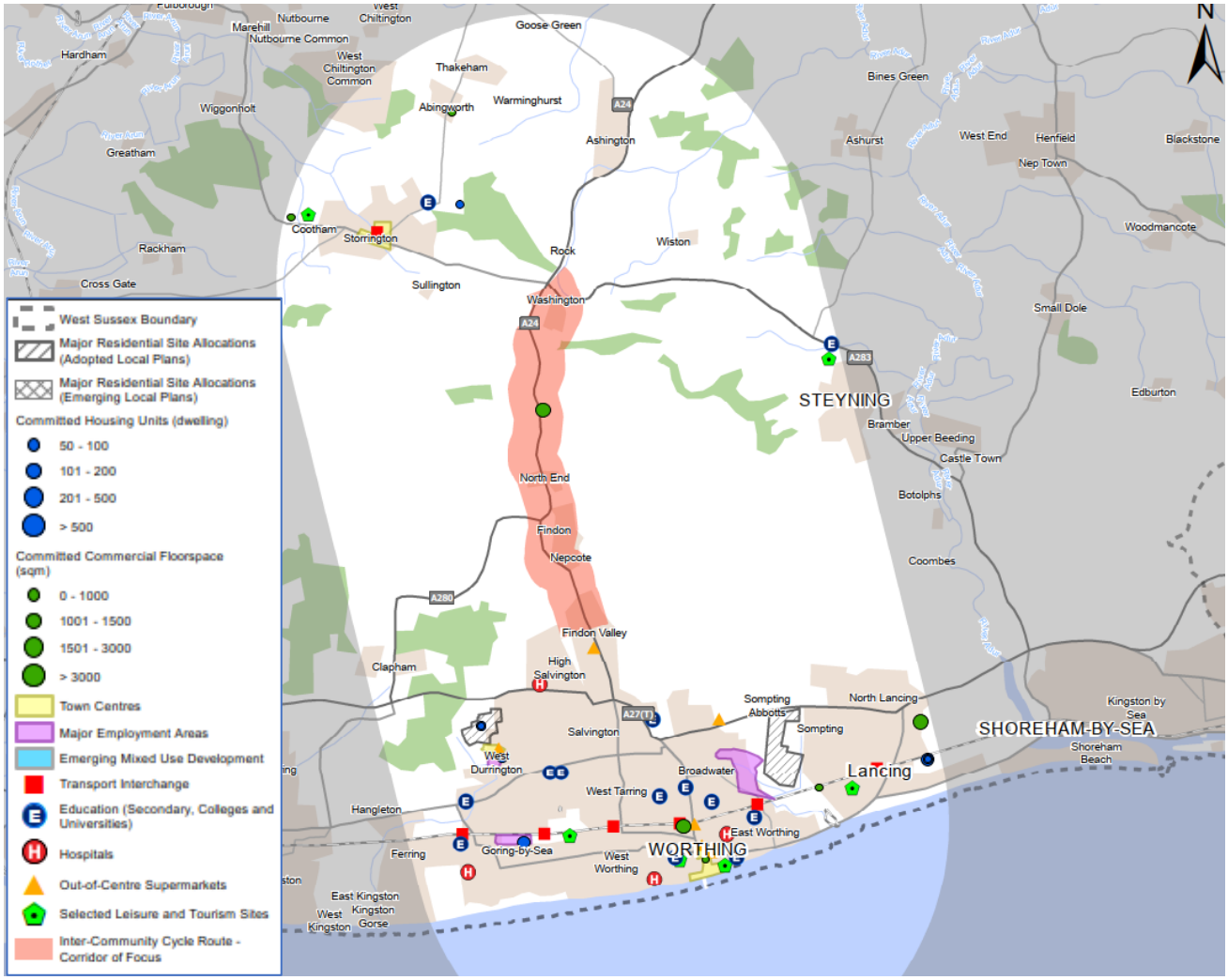

Figure 20: Corridor 5 Context Plan

10.1 Context and key issues

- 8km corridor along the A24 from Findon Valley to Washington.
- The A24 is one of a limited number of north-south road links through this section of South Downs
- A24 forms part of England's Major Road Network and A24 multi-modal corridor improvements are a medium term (2027-2032) priority in the WSTP. A feasibility study has taken place to review how the corridor operates for all transport modes, and how it impacts on the area it passes through. It has identified a range of improvements to the corridor, including to active travel facilities, that will be considered for future Government funding opportunities.

10.2 Key Opportunities

- Providing for local journeys between and within Findon and Findon Valley.
- Enabling access to key services in Worthing.
- Providing for leisure journeys to the South Downs National Park and between Findon and Washington.
- Findon Valley to Worthing town centre identified as primary cycle route in the Adur-Worthing LCWIP.
- Funding secured for upgrades to active travel infrastructure between Findon Valley and Findon Village as part of government's Active Travel Fund tranche 2 award to the County Council. Construction completed in early 2023.

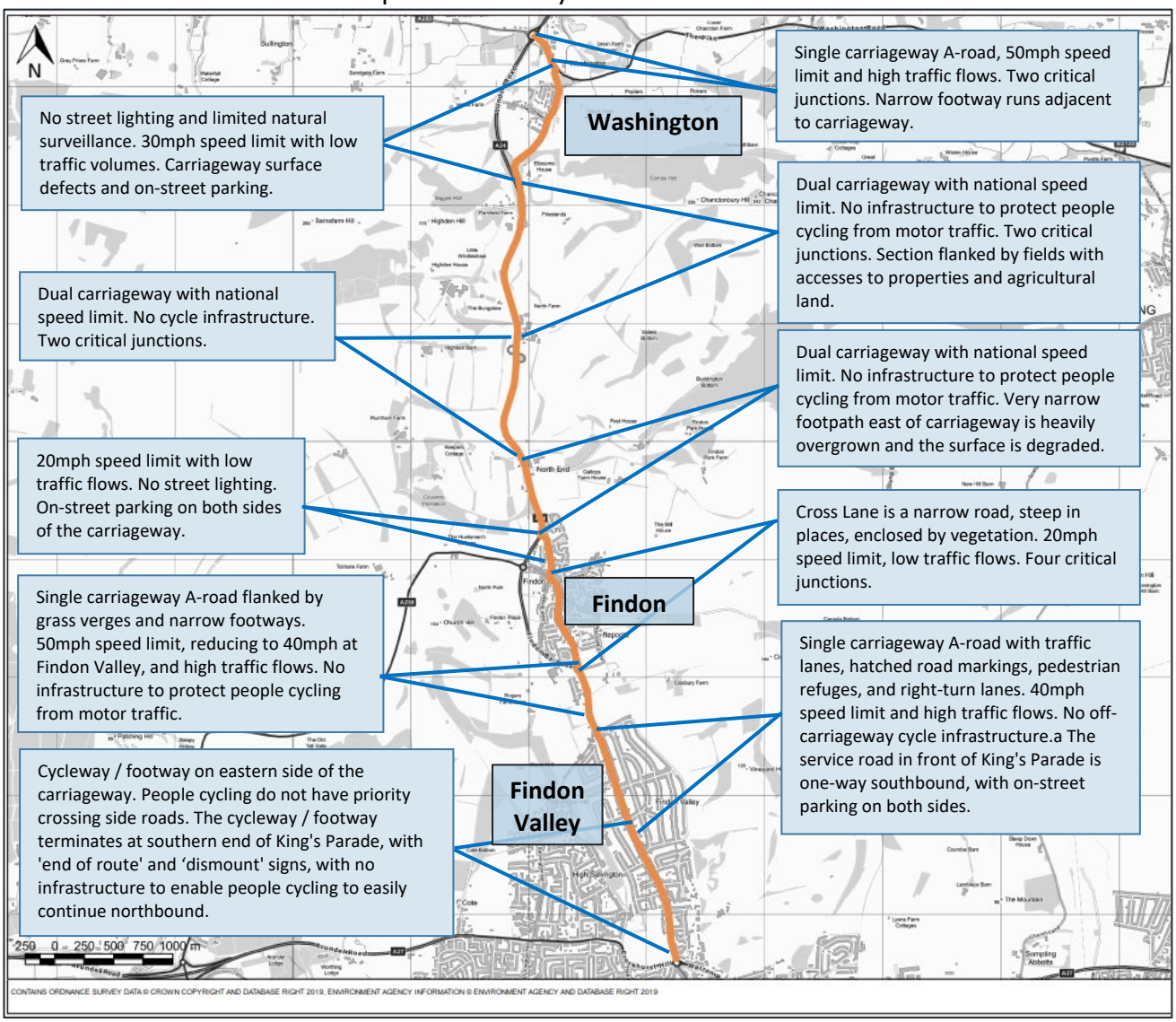

Figure 21: Corridor 5 Route Audit Plan

10.3 Summary of route audit findings

- A significant section of the A24 corridor (Findon to Parkfield Farm, south of Washington) is a dual carriageway, with very high traffic flows and speeds, creating a very poor environment for cycling. There is no dedicated cycle infrastructure on this section.
- On-street parking, carriageway surface defects and lack of surveillance along sections of route.

- Several critical junctions where people cycling do not have priority, nor segregation from traffic.
- A County Council commissioned feasibility study has assessed the available space to construct cycle infrastructure from Findon Valley to Washington.

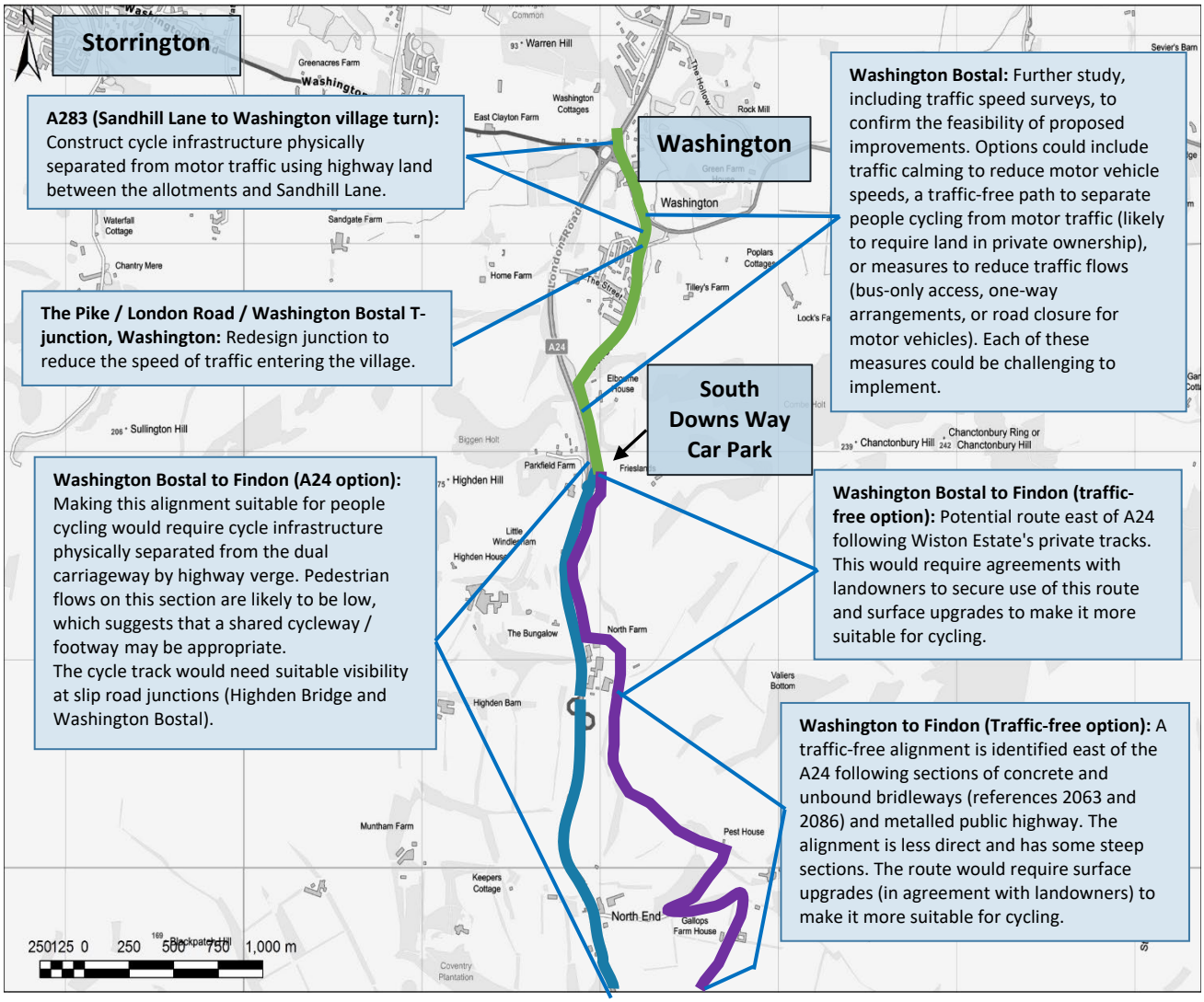

Figure 22: Corridor 5 Proposed Improvements Plan (North Section)

10.4 Overview of proposals

- Two route options are identified between Washington and Findon.
- The largely traffic-free option would make use of existing private tracks, public bridleways, and sections of tarmacked public highway with low traffic flows. Some sections require suitable all-weather surfaces and appropriate agreements to legally permit the use of the routes by people cycling. As referenced for Corridor 3, the preferred mechanism for this would be to confer public bridleway status on the routes; an alternative could be a section 28 agreement under the Highways Act 1980. This will require agreements with, or land purchase from landowners.
- The alternative option would follow the A24. It is more direct but would require substantial cycle infrastructure physically separated from the dual carriageway by highway verge. Pedestrian flows in many sections are anticipated to be low, which suggests that a shared use facility may be appropriate, subject to further study.

- Based on traffic speed and flow data, the section through Washington may require measures to enable safer on-carriageway cycling.

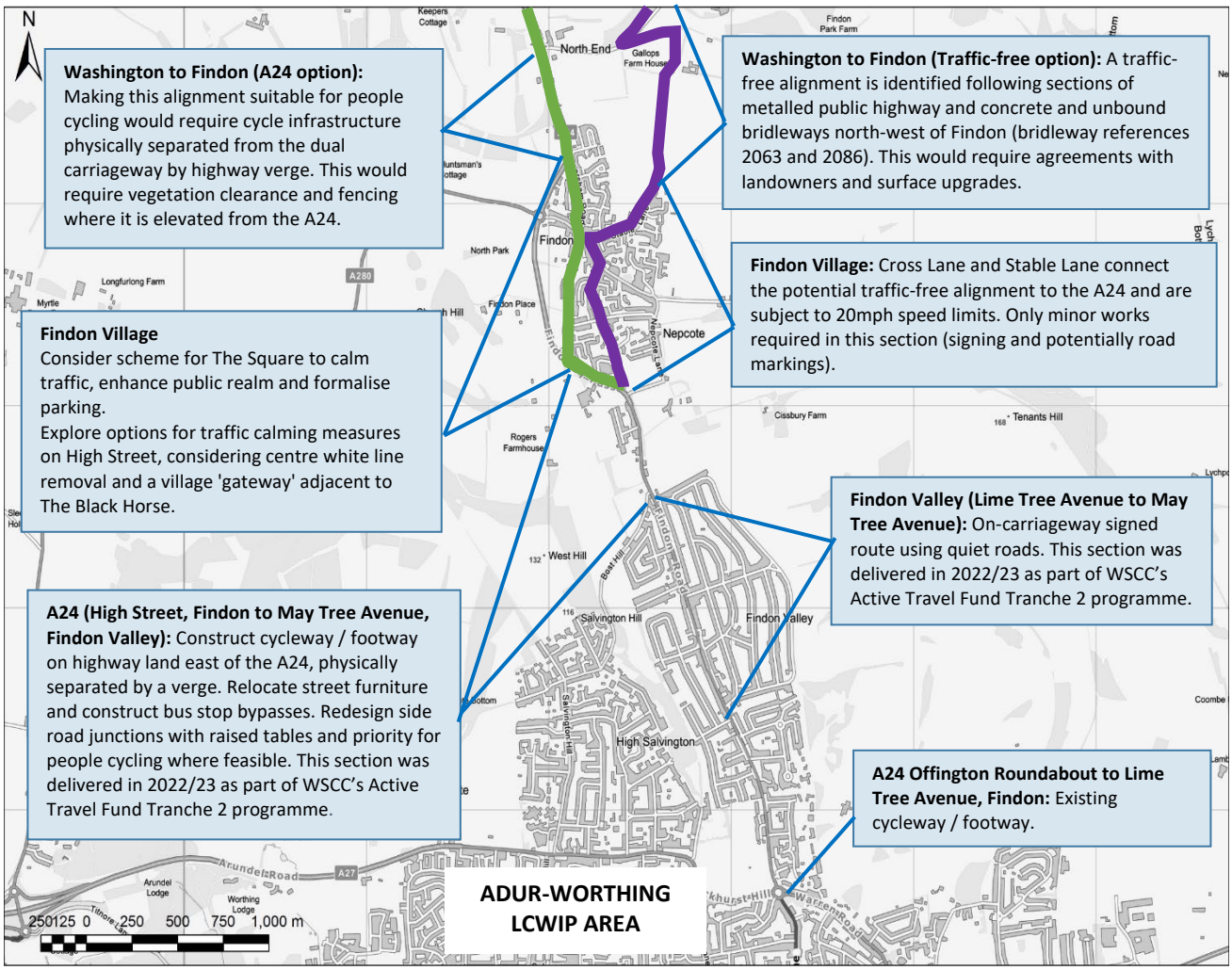

Figure 23: Corridor 5 Proposed Improvements Plan (South Section)

10.5 Overview of proposals

- As identified on the previous page, two route options are identified between Washington and Findon. One would be largely traffic-free, the other running parallel to the A24 requiring substantial cycle infrastructure physically separated from the dual carriageway by highway verge.
- Subject to the chosen route alignment north of Findon, measures may be required to enable safer on-carriageway cycling through the village based on traffic speed and flow data.
- For the section between Findon Valley and Findon, construct cycle infrastructure, physically separated from the A24 by highway verge. Pedestrian flows in many sections are anticipated to be low, which suggests that a shared path may be appropriate, subject to further study.
- Between Findon Valley and Offington Corner, upgrade the existing shared path. The highway width is however likely to preclude the introduction of segregated cycle track.

11. Corridor 6: Littlehampton to Worthing

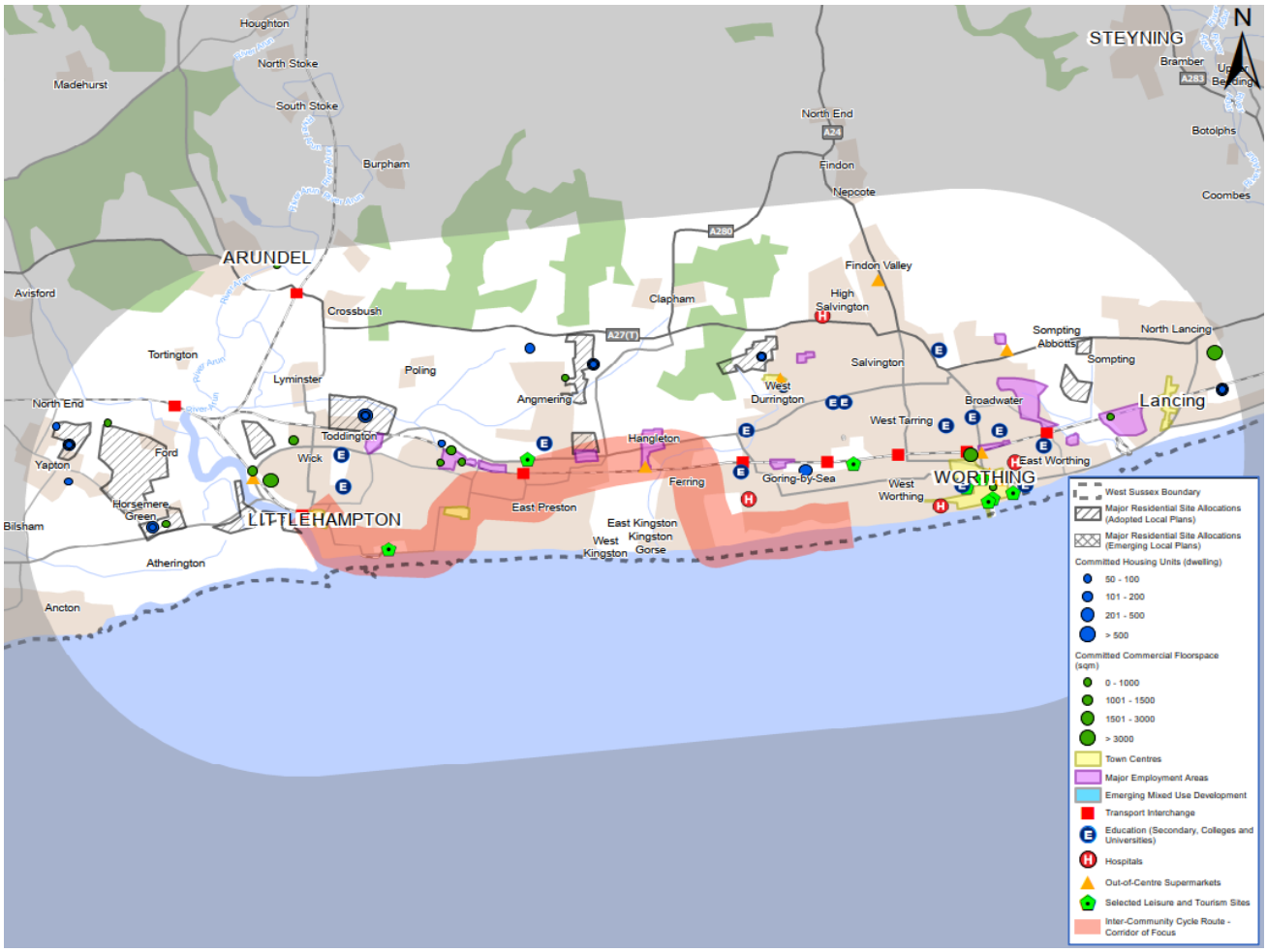

Figure 24: Corridor 6 Context Plan

11.1 Context and key issues

- 10km crow-fly corridor between Littlehampton and West Worthing.
- Significant levels of planned residential and employment development within the corridor.
- Clusters of existing and future destinations all along the corridor, including in Littlehampton and Worthing town centres.
- Major road congestion.
- Generally flat terrain.

11.2 Key opportunities

- Cater for a mix of utility journeys plus leisure trips.
- Improve a section of NCN Route 2.
- Enhance active travel connections from new developments at Angmering and Littlehampton and Worthing town centres.

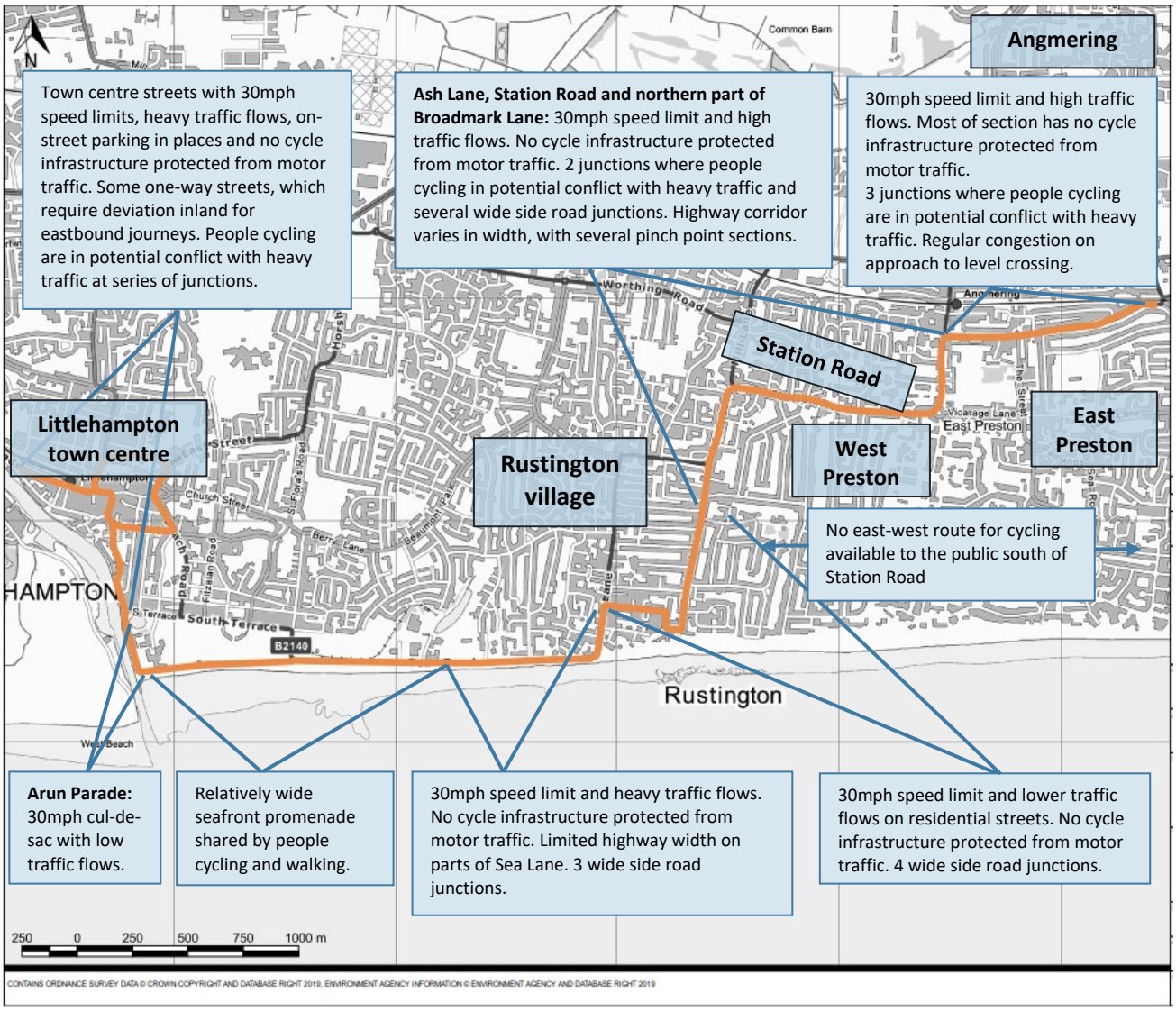

Figure 25: Corridor 6 Route Audit Plan (West Section)

11.3 Summary of route audit findings

- Limited section of existing traffic-free route along Littlehampton seafront promenade; however, this space is shared with people walking.
- Heavy traffic flows along streets in Littlehampton, Rustington and East Preston, making on-carriageway cycling unsuitable for most people. Roads often have limited space to provide cycle infrastructure.
- People cycling must deviate away from the desire line along some one-way streets in Littlehampton town centre.
- Congested approaches to railway level crossing at Roundstone.
- Multiple critical junctions, usually where people cycling are in potential conflict with heavy traffic flows.
- There are no east-west through routes for cycling between Rustington and Ferring south of the railway line, requiring a substantial deviation inland. There are however publicly available routes for walking which are closer to the coast, or which follow the seafront.

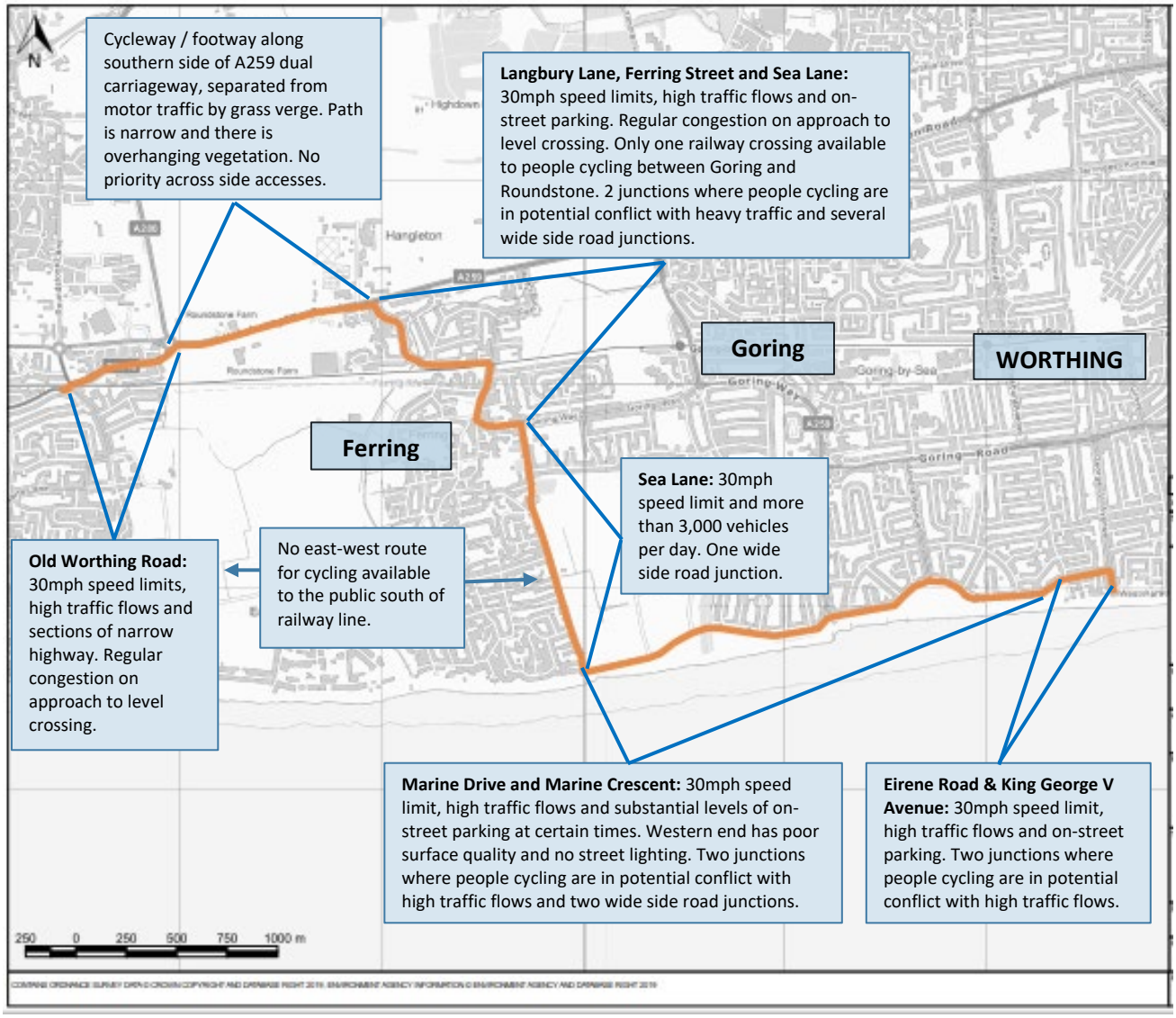

Figure 26: Corridor 6 Route Audit Plan (East Section)

11.4 Summary of route audit findings

- Limited section of off-carriageway infrastructure (adjacent to the A259 between East Preston and Ferring).
- Town and village streets and seafront drives have high traffic flows, making on-carriageway cycling unsuitable for most people.
- Roads often have limited space to provide cycle infrastructure.
- Congested approaches to railway level crossing at Ferring - the only crossing of the railway which cyclists can use between Roundstone and Goring.
- Multiple critical junctions, usually where cyclists are in potential conflict with heavy traffic flows.

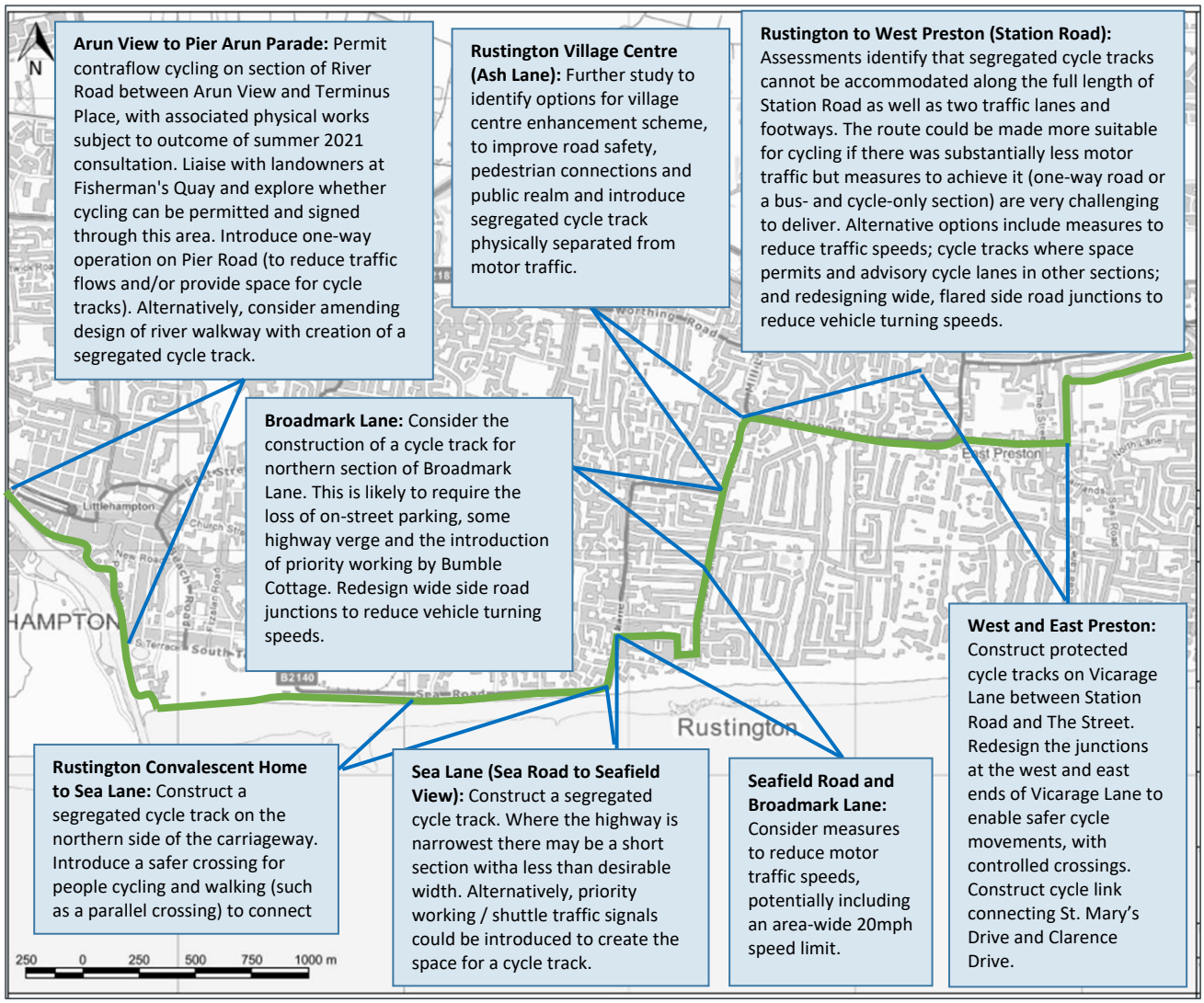

Figure 27: Corridor 6 Proposed Improvements Plan (West Section)

11.5 Overview of proposals

- Between Littlehampton and Sea Lane, Rustington, improvements are identified to create a largely traffic-free cycle route following the coast, including new sections of segregated cycle route and measures to enable two-way cycling on one-way streets in Littlehampton town centre.
- For the section between Rustington and Ferring, investigate feasible options to achieve a more direct east-west cycle route. This will rely on successful negotiations with private landowners. The objective should be to identify a shorter-distance alignment at, or closer to, the coast.
- Improvements are identified to make existing roads between Rustington and East Preston more suitable for cycling. Space is particularly limited in Rustington village centre and on the western section of Station Road, and improvements will here be particularly challenging to deliver; however, alternative routes to the north are significantly less direct and therefore less appropriate.
- The cycle route is proposed to follow Vicarage Lane, St. Mary's Drive, Clarence Drive and Roundstone Crescent to avoid narrow sections of Station Road and Worthing Road where cycle tracks cannot be accommodated.

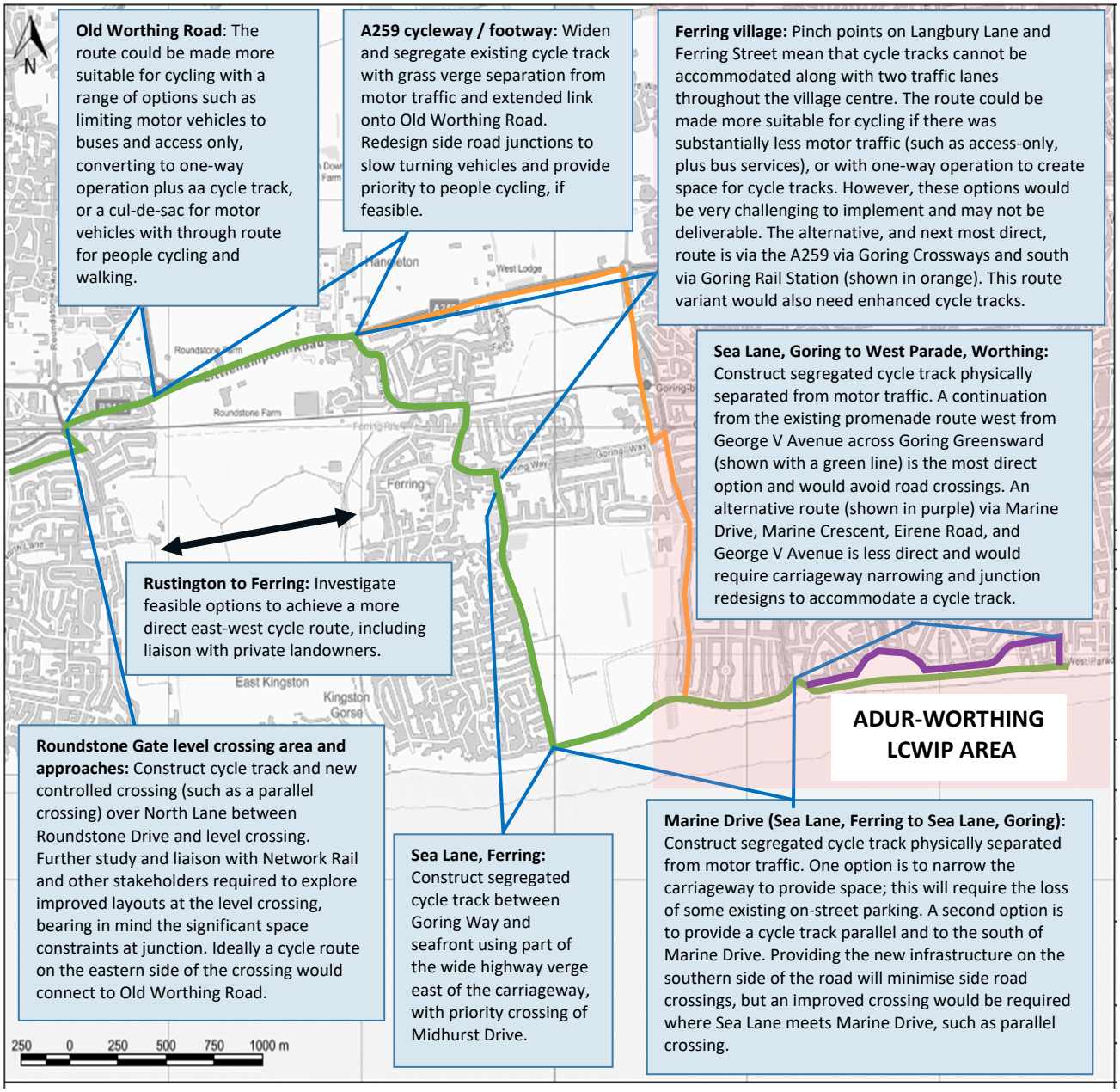

Figure 28: Corridor 6 Proposed Improvements Plan (East Section)

11.6 Overview of proposals

- For the section between Rustington and Ferring, investigate feasible options to achieve a more direct east-west cycle route, including liaison with private landowners. The objective should be to identify a shorter-distance alignment closer to the coast.
- Ambitious proposals are outlined to make Old Worthing Road and the route through Ferring village suitable for cycling where there is insufficient space for cycle tracks. However, these are challenging options which would require general traffic to re-route on alternative roads for some journeys, including the A259, and may not be deliverable. The alternative route, via Goring Crossways, would also need enhanced cycle tracks.
- Cycle tracks are proposed from Ferring village to West Worthing. East of Sea Lane, Goring, a route skirting the edge of Goring Greensward is most direct and avoids road crossings and sharp changes in direction. The alternative would be to create a cycle track along existing roads to the north by narrowing the carriageway and redesigning junctions.

12. Cost estimates and prioritisation

12.1 Provisional scheme costings

12.1.1 High-level construction costs were estimated for each element of infrastructure, to understand the broad scale of funding required to deliver all six shortlisted strategic cycle route corridors (Table 9).

12.1.2 Each infrastructure element was categorised, and a construction cost estimate derived for each category of infrastructure. Costs are quoted in bands to reflect the variance in delivering similar types of infrastructure in different locations due to unique site-specific conditions.

12.1.3 The estimates are reported on a corridor basis and cover the following elements:

- Approximate basic construction cost
- Preliminaries, traffic management and overheads (45%)
- Statutory undertakers' utilities (20%)
- Surveys, investigations, design, procurement, supervision, management, and liaison (20%) and
- Risk (40%).

12.1.4 They do not include an allowance for inflation or land acquisition. All potential improvements are subject to further study, feasibility, and consultation. Each stage has the potential to change cost estimates and therefore these should be considered provisional cost estimates only.

	Cost Range (£)
Corridor 1 (A264 Crawley to Horsham)	Between £6,300,000 and £14,500,000
Corridor 2 (A259 Emsworth to Chichester)	Between £7,50,000 and £10,000,000
Corridor 3 (Chichester to Selsey Greenway)	Between £7,750,000 and £8,125,000
Corridor 4 (A259 Bognor Regis to Chichester)	Between £2,875,000 and £6,625,000
Corridor 5 (A24 Findon Valley to Washington)	Between £10,000,000 and £18,750,000
Corridor 6 (Littlehampton to Worthing)	Between £9,375,000 and £24,625,000
Totals	**£43,800,000 to £82,625,000**

Table 9: Cost estimate overview (2021 prices factored to 2024)

12.2 Approach to prioritisation

12.2.1 A prioritisation process was developed to consider the application of specific criteria to routes and schemes developed through the LCWIP process. The process considered:

- An assessment of the proposed route and
- An assessment of the scheme proposed for the route.

12.2.2 The assessment of routes generally considered strategic accessibility, network benefits and the demand for cycling it would serve. The assessment of proposed schemes focussed more specifically on criteria such as cost, technical deliverability, and scheme dependencies.

12.2.3 To help develop an indicative programme of future schemes, the County Council has applied this assessment framework to LCWIP schemes in this document and identified by the county's LCWIP Partners.

12.2.4 The schedule of prioritised schemes is set out in the Appendix A at the end of the LCWIP. Future progression of each scheme is subject to, amongst other things, the outcome of stakeholder consultation and elected member approvals.

12.3 Link to programmes and funding opportunities

12.3.1 The County Council will use the prioritisation process to inform which schemes should be included in its capital programmes. There are likely to be opportunities to secure the prioritised active travel infrastructure as part of funding for wider transport packages.

12.3.2 The prioritisation process can also be applied to identify which schemes align best with any future funding rounds and grants from external sources, to maximise the chances of securing monies.

12.3.3 It is therefore anticipated that the LCWIP scheme prioritisation will change over time to reflect specific funding opportunities that arise. The list of schemes at Appendix A will be updated periodically to reflect any such changes in prioritisation and when new LCWIPs are developed in the future.

12.3.4 The schemes listed at Appendix A focus on potential improvements to support cycling. We will also develop a similar prioritised list of walking and wheeling improvements based on the evidence contained within the district and borough council LCWIPs. In terms of scheme delivery our priorities will reflect Active Travel England's road user hierarchy, which places the most vulnerable users (pedestrians and wheelchair/mobility scooter users) above cycles.

12.4 Multi-criteria appraisal framework

12.4.1 The criteria set that will be applied is bespoke and based on achieving the LCWIP objectives. The approach allows for different weightings to be assigned to certain criteria, should a particular funding opportunity have a specific focus. Criteria considered within the appraisal process include:

- Number of existing cycling and walking journeys
- Number of future cycling journeys (identified through the Propensity to Cycle Tool)
- Access provided to future development sites
- Access to education
- Access to other key destinations
- Network connectivity
- Accident reduction
- Funding opportunities
- Capital cost
- Scheme dependencies
- Technical deliverability and
- Stakeholder support.

12.5 A consistent county-wide approach

12.5.1 The County Council recognises the benefits of a common prioritisation approach to active travel infrastructure across the county. This allows for all LCWIP schemes – including those being identified and developed by borough and district partners - to be appraised and prioritised in a robust and consistent way.

12.5.2 The LCWIP Multi-Criteria Appraisal Framework (MCAF) shown in Appendix A has been developed with partner authorities and will be used to help determine overall scheme priorities. The MCAF criteria and scoring mechanism are designed to reflect the requirements of the Department of Transport's Active Travel Fund. In this way the MCAF prioritises schemes that are suitable candidates for future bids to the Active Travel Fund. Schemes that less closely align with the Active Travel Fund criteria may be progressed through other programmes, such as those set out in chapter 13, or by third parties.

12.5.3 LCWIP priorities identified using the MCAF that are expected to be delivered by the county council are not guaranteed funding for delivery. Schemes identified as MCAF priorities will subsequently be assessed against schemes identified through other capital programmes. The Highways Improvements Programme assessment framework (PDF) will determine which schemes form part of the Highways, Transport and Planning Delivery Programme.

13. Integration and application – next steps

13.1 Integration with Local Plan development

13.1.1 Many of the identified LCWIP improvements will enhance access to planned development sites within the county. There is a significant opportunity to work in partnership with District and Borough Councils, the National Park Authority, and developers, to achieve sustainable development by securing investment in quality active travel infrastructure.

13.1.2 Schemes identified in this LCWIP will therefore inform discussions with developers. There will be a focus on how proposed developments take account of, and help deliver, the schemes identified through the LCWIP. This will help deliver a step-change in securing and delivering high-quality active travel infrastructure within and connecting to new development through the planning system.

13.1.3 The County Council will also work with the local planning authorities to include relevant LCWIP schemes within Community Infrastructure Levy (CIL) Regulation 123 Lists. This is as a complementary means of securing the appropriate delivery of this infrastructure through developer contributions.

13.1.4 The County Council looks forward to continuing and enhancing a partnership-based approach with local planning authorities to determine how the planning process can effectively secure funding and investment in LCWIP delivery.

13.2 Integration with transport policy and programmes

13.2.1 This LCWIP has identified specific infrastructure schemes that can be considered for incorporating into local transport policy and capital investment programmes. Four key programmes include:

- Community Highway schemes
- Local Transport Investment Programme
- Strategic Transport Investment Programme
- West Sussex Growth programme.

13.2.2 As these programmes are developed and reviewed, LCWIP schemes that coincide with achieving the programme objectives will be included, subject to the process outlined paragraph 12.5.3 above. This will create an ongoing pipeline of active travel infrastructure schemes across the county commensurate with the West Sussex Transport Plan.

13.3 Process of review and update

13.3.1 This document represents a first phase of the LCWIP, focussing on six strategic cycle route corridors as early opportunities for targeted investment. The County Council's Walking and Cycling Strategy outlines further potential corridors and District and Borough Councils in West Sussex and the South Downs National Park Authority have developed, or are developing, their own LCWIPs. The aspiration over time is to achieve county-wide LCWIP coverage, and to work in partnership to deliver prioritised schemes across the county.

13.3.2 The LCWIP Partners Group is responsible for overseeing the ongoing development and application of LCWIPs across the county.

13.3.3 The LCWIP represents the County Council's commitment to an on-going and sustained investment plan for active travel infrastructure. The Council will periodically review and update this LCWIP document in response to new funding and delivery opportunities.

13.4 Future bids for external funding

13.4.1 The Council will continue to proactively identify external funding opportunities for active travel infrastructure. This includes future Government capital grants or competitive funding arrangements.

13.4.2 This process will focus on schemes identified through this LCWIP and those prepared by the District and Borough council partners. Scheme selection will be determined by applying the prioritisation approach.

13.4.3 Schemes will be appraised to establish a robust business case for investment as the basis for strong applications to secure funding for design and delivery.

13.4.4 Ultimately, securing external funding will be essential to deliver the LCWIP schemes. The County Council anticipates scheme proposals being advanced over several years, as and when the required external funding has been secured.

14. Appendix A: Active Travel Fund prioritisation

LCWIP	Route/Scheme Name	Description	Scheme Type	Active Travel Fund Criteria					Stakeholder support	Accessibility to planned development
				LTN 1/20 Compliance	Provides segregation or restricts motorised through-traffic	Contributes to a wider cycling or walking network	Deliverability (including within highway boundary)	Value for Money (Active Modes Appraisal Toolkit assessment)		
Chichester	CDC Route K	Fishbourne Road East using railway crossing following Westgate to Orchard Street roundabout	Corridor	2: Strong compliance	2: Wherever required	2: Strong network value	1: Relatively deliverable	2: Very High	2: Strong support	2: Very High
Crawley	Route A1-4	Crawley Town Centre to Manor Royal via Northgate Avenue	Corridor	2: Strong compliance	2: Wherever required	2: Strong network value	2: Highly deliverable	1: High	2: Strong support	1: High
Crawley	Route C-01	Three Bridges Station junction with Hazelwick Avenue to Town Centre north	Corridor	2: Strong compliance	2: Wherever required	2: Strong network value	2: Highly deliverable	2: Very High	1: Moderate support	1: High
Crawley	Route G-H	Crawley K2 to Town Centre (via Southgate Avenue)	Corridor	2: Strong compliance	2: Wherever required	2: Strong network value	2: Highly deliverable	1: High	2: Strong support	1: High
Crawley	Route A5-11	Gatwick Airport to Manor Royal	Corridor	2: Strong compliance	2: Wherever required	2: Strong network value	1: Relatively deliverable	1: High	2: Strong support	1: High
Horsham	Scheme 4: Wimblehurst Lane Parsonage Road	Junction of Wimblehurst Road with Parsonage Road and North Heath Lane	Short Section	2: Strong compliance	1: In most places required	2: Strong network value	2: Highly deliverable	2: Very High	2: Strong support	-1: Low
Crawley	Route N	Ifield Avenue along the urban section of the A23 London Road and ending at Lowfield Heath	Corridor	2: Strong compliance	2: Wherever required	2: Strong network value	2: Highly deliverable	1: High	1: Moderate support	0: Medium
Crawley	Route J	Broadfield neighbourhood, southern side of Crawley, to town centre	Corridor	2: Strong compliance	2: Wherever required	2: Strong network value	2: Highly deliverable	1: High	1: Moderate support	0: Medium
Chichester	CDC Route A	Centurion Way via Lavant Road/Broyle Road to Northgate gyratory.	Corridor	2: Strong compliance	1: In most places required	2: Strong network value	2: Highly deliverable	1: High	2: Strong support	0: Medium
Horsham	Scheme 2: Comptons Lane Forest School	Outside The Forest School in Comptons Lane	Short Section	2: Strong compliance	1: In most places required	2: Strong network value	2: Highly deliverable	2: Very High	2: Strong support	-2: Very Low

Horsham	Scheme 1: Comptons Lane Bennetts Road	Junction of Comptons Lane with Bennetts Road	Short Section	2: Strong compliance	1: In most places required	2: Strong network value	2: Highly deliverable	2: Very High	2: Strong support	-2: Very Low
Horsham	Scheme 3: Tanbridge Guildford Road	Guildford Road between Merryfield Drive and Tanbridge Roundabout	Short Section	2: Strong compliance	2: Wherever required	2: Strong network value	1: Relatively deliverable	2: Very High	2: Strong support	-2: Very Low
Chichester	CDC Route B	Lavant Road via north Chichester linking to University via Summersdale Road and College Lane and connecting to Oaklands Way	Corridor	2: Strong compliance	2: Wherever required	2: Strong network value	1: Relatively deliverable	2: Very High	2: Strong support	-2: Very Low
Horsham	Scheme 6 North Parade London Road	North Parade and London Road from Hurst Road to Albion Way	Corridor	2: Strong compliance	2: Wherever required	2: Strong network value	2: Highly deliverable	0: Medium	2: Strong support	-1: Low
South Downs National Park	Centurion Way	Parallel to the A286 from SU85721242 to SU87481660	Corridor	2: Strong compliance	2: Wherever required	1: Moderate network value	2: Highly deliverable	0: Medium	2: Strong support	0: Medium
Horsham	Scheme 5: Kings Road Harwood Road Gyratory	Junction of Kings Road with Harwood Road and North Street	Junction	2: Strong compliance	2: Wherever required	2: Strong network value	1: Relatively deliverable	1: High	2: Strong support	-2: Very Low
Crawley	Route P1-2	Fleming Way, Manor Royal, from Gatwick Road to County Oak Way	Corridor	2: Strong compliance	2: Wherever required	2: Strong network value	2: Highly deliverable	-1: Low	2: Strong support	-1: Low
Adur	LCWIP route 200 - Adur	Lancing seafront - Shoreham Beach - Southwick - Portslade (Brighton & Hove City Council)	Corridor	2: Strong compliance	2: Wherever required	1: Moderate network value	1: Relatively deliverable	1: High	2: Strong support	-1: Low
Crawley	Route E	Maidenbower to Three Bridges (and town centre), via Furnace Green, Crawley	Corridor	1: Moderate compliance	2: Wherever required	2: Strong network value	2: Highly deliverable	1: High	1: Moderate support	-2: Very Low
Chichester	CDC Route E	North Mundham to south-east of Chichester, crossing A27 on bridge south of Bognor Roundabout, following Quarry Lane and quiet roads to connect to Market Avenue	Corridor	2: Strong compliance	2: Wherever required	2: Strong network value	1: Relatively deliverable	1: High	1: Moderate support	-2: Very Low
Crawley	Route L	West Ifield golf course to Crawley town centre via Ifield rail station, a primary and a secondary school and Crawley Hospital.	Corridor	1: Moderate compliance	2: Wherever required	2: Strong network value	1: Relatively deliverable	2: Very High	1: Moderate support	-2: Very Low
Crawley	Route D	Centre of Maidenbower neighbourhood to the Manor Royal Business District, via Three Bridges station.	Corridor	2: Strong compliance	2: Wherever required	2: Strong network value	2: Highly deliverable	0: Medium	1: Moderate support	-2: Very Low

Crawley	Route M	Length of Ifield Avenue from beyond Bonnetts Lane near the town boundary to the High Street in the town centre. It crosses (at grade) the A23 Crawley Ave dual carriageway.	Corridor	2: Strong compliance	2: Wherever required	2: Strong network value	0: Some deliverability issues	0: Medium	1: Moderate support	0: Medium
West Sussex County	Corridor 4: A259 Bognor Regis to Chichester	Bognor Regis to Chichester, mainly parallel to the A259	Corridor	1: Moderate compliance	1: In most places required	2: Strong network value	1: Relatively deliverable	1: High	1: Moderate support	0: Medium
West Sussex County	Corridor 6: Littlehampton to Worthing	Littlehampton to Worthing	Corridor	1: Moderate compliance	1: In most places required	2: Strong network value	0: Some deliverability issues	1: High	1: Moderate support	1: High
Chichester	CDC Route H	Canal towpath through Donnington, crossing A27 and following Stockbridge Road to railway station	Corridor	2: Strong compliance	1: In most places required	2: Strong network value	1: Relatively deliverable	0: Medium	2: Strong support	-2: Very Low
Chichester	CDC Route Q	Links Route K to the railway and bus station via Chichester College via two spurs one to east and one to west of college.	Corridor	2: Strong compliance	2: Wherever required	2: Strong network value	2: Highly deliverable	-2: Very Low	1: Moderate support	-1: Low
Worthing	LCWIP route 200 - Worthing	Goring seafront - Worthing promenade - East Worthing	Corridor	1: Moderate compliance	1: In most places required	1: Moderate network value	0: Some deliverability issues	1: High	2: Strong support	0: Medium
Crawley	Route K	Crawley town boundary adjoining Kilnwood Vale housing development, southeast of Crawley, through Bewbush neighbourhood to the town centre.	Corridor	1: Moderate compliance	1: In most places required	2: Strong network value	1: Relatively deliverable	0: Medium	1: Moderate support	0: Medium
West Sussex County	Corridor 1: A264 Crawley to Horsham	Crawley to Horsham, mainly on the A264	Corridor	1: Moderate compliance	1: In most places required	2: Strong network value	0: Some deliverability issues	0: Medium	1: Moderate support	1: High
Worthing	LCWIP route 302	Seafront - Durrington - West Durrington.	Corridor	1: Moderate compliance	1: In most places required	1: Moderate network value	1: Relatively deliverable	0: Medium	1: Moderate support	1: High
Chichester	CDC Route F	North Mundham via Hunston Road and crossing over A27 to Whyke area of Chichester	Corridor	2: Strong compliance	1: In most places required	1: Moderate network value	1: Relatively deliverable	1: High	1: Moderate support	-2: Very Low
Adur	LCWIP route 330 - Downslink	Shoreham town centre - South Downs Way, along River Adur	Corridor	1: Moderate compliance	2: Wherever required	1: Moderate network value	1: Relatively deliverable	1: High	1: Moderate support	-2: Very Low

Chichester	CDC Route N	From north-east Chichester, linking Barnfield Drive and residential areas via Westhampnett Road to New Park area of Chichester	Corridor	2: Strong compliance	1: In most places required	1: Moderate network value	2: Highly deliverable	-1: Low	2: Strong support	-2: Very Low
Worthing	LCWIP route 210 - Worthing	Goring - Grove Lodge - Sompting	Corridor	1: Moderate compliance	0: Occasionally	1: Moderate network value	0: Some deliverability issues	0: Medium	2: Strong support	1: High
Arun	Arundel to Littlehampton (Ford Road Route)	Arundel to Littlehampton via Ford Road	Corridor	0: Some compliance	1: In most places required	1: Moderate network value	2: Highly deliverable	1: High	1: Moderate support	-2: Very Low
South Downs National Park	Rother Valley	To the west Penns Place: SU76532315 and to the east SU80362187	Corridor	2: Strong compliance	2: Wherever required	1: Moderate network value	0: Some deliverability issues	0: Medium	1: Moderate support	-2: Very Low
West Sussex County	Corridor 3: Selsey to Chichester Greenway	Selsey to Chichester, mainly on the B2145	Corridor	1: Moderate compliance	1: In most places required	2: Strong network value	1: Relatively deliverable	0: Medium	1: Moderate support	-2: Very Low
Adur	LCWIP route 204 + 336	Shoreham - Southwick - Shoreham Harbour (Basin Road)	Corridor	2: Strong compliance	1: In most places required	1: Moderate network value	0: Some deliverability issues	0: Medium	2: Strong support	-2: Very Low
Adur	LCWIP route 313	Seafront (Brooklands Park) - Sompting	Corridor	1: Moderate compliance	2: Wherever required	1: Moderate network value	1: Relatively deliverable	0: Medium	1: Moderate support	-2: Very Low
Worthing	LCWIP route 310	Worthing seafront - town centre - Broadwater - Grove Lodge - Offington	Corridor	1: Moderate compliance	0: Occasionally	1: Moderate network value	0: Some deliverability issues	0: Medium	2: Strong support	0: Medium
Mid Sussex	Route 4	Kings Way - Cants Lane - St. Wilfrids Road - Mill Road (Burgess Hill)	Corridor	1: Moderate compliance	-2: None	2: Strong network value	1: Relatively deliverable	0: Medium	2: Strong support	0: Medium
Mid Sussex	Route 5	West Street - Laylands Road -Gatehouse Lane - Manor Road (Burgess Hill)	Corridor	1: Moderate compliance	-1: Rarely	2: Strong network value	1: Relatively deliverable	-1: Low	2: Strong support	0: Medium
West Sussex County	Corridor 2: A259 Emsworth to Chichester	Emsworth to Chichester, mainly on the A259	Corridor	0: Some compliance	0: Occasionally	2: Strong network value	0: Some deliverability issues	1: High	1: Moderate support	-1: Low

Adur	LCWIP route 210 - Adur	Sompting - North Lancing - Shoreham - Southwick	Corridor	1: Moderate compliance	0: Occasionally	1: Moderate network value	0: Some deliverability issues	0: Medium	2: Strong support	-1: Low
Mid Sussex	Route 1	Bolnore Road - Paddock Hall Road - Harland's Road - Turners Mill Road (Haywards Heath)	Corridor	1: Moderate compliance	-2: None	2: Strong network value	1: Relatively deliverable	1: High	2: Strong support	-2: Very Low
Mid Sussex	Route 3	London Road - St. John's Park - St. John's Avenue (Burgess Hill)	Corridor	1: Moderate compliance	-2: None	2: Strong network value	1: Relatively deliverable	0: Medium	2: Strong support	-1: Low
Mid Sussex	Route 6	Worth Way/ Grosvenor Road/ London Road/ Moat Road/ Mount Noddy Park/ Blackwell Farm Road (East Grinstead)	Corridor	1: Moderate compliance	-2: None	2: Strong network value	1: Relatively deliverable	1: High	2: Strong support	-2: Very Low
West Sussex County	Corridor 5: A24 Findon Valley to Washington	Washington Village to Findon, mainly along the A24	Corridor	1: Moderate compliance	0: Occasionally	2: Strong network value	2: Highly deliverable	-2: Very Low	1: Moderate support	-2: Very Low
Chichester	CDC Route G	Along canal towpath with spur linking to Route H.	Corridor	1: Moderate compliance	0: Occasionally	1: Moderate network value	2: Highly deliverable	-2: Very Low	2: Strong support	-2: Very Low
Adur	LCWIP route 320	Lancing Beach - Lancing - Monk's Farm - Coombes Road	Corridor	1: Moderate compliance	1: In most places required	1: Moderate network value	0: Some deliverability issues	0: Medium	1: Moderate support	-2: Very Low
Mid Sussex	Route 2	Butler's Green Road - South Road - Franklynn Road (Haywards Heath)	Corridor	1: Moderate compliance	-2: None	2: Strong network value	1: Relatively deliverable	-1: Low	2: Strong support	-1: Low

Note: we will add routes to this list as new LCWIPs are developed and as routes are audited to assess value for money. This will include new priorities from the Worthing LCWIP and the nascent Arundel LCWIP.