ARUN LCWIP PHASE 2 PUBLIC CONSULTATION FEEDBACK REPORT

FOR ARUN DISTRICT COUNCIL

AUGUST 2026

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1.0 INTRODUCTION

Ethos Consultants (Ethos) has been commissioned by Arun District Council to develop a district wide Local Cycling and Walking Infrastructure Plan (LCWIP). The LCWIP will provide a long-term strategic framework for improving walking, wheeling and cycling across the district, supporting the Council's wider objectives relating to health and wellbeing, climate change, sustainable transport and economic vitality. It will identify a coherent network of routes and a prioritised programme of infrastructure improvements connecting Arun's towns, villages, neighbourhoods and key destinations.

The LCWIP responds to both national and local priorities, including the increasing emphasis on active travel as a means of supporting healthier lifestyles, reducing carbon emissions and providing people with greater choice in how they travel. It also recognises the importance of improving connections between communities and key destinations, including town and village centres, schools, employment areas, coastal attractions, railway stations, visitor destinations and neighbouring settlements.

Stakeholder and public engagement has been a fundamental component of developing the LCWIP. A two-phase engagement process was undertaken to ensure that the emerging network was informed by local knowledge alongside the technical evidence base. Phase 1 focused on understanding existing travel behaviours, barriers to walking, wheeling and cycling, locations where improvements were needed and the types of interventions that people considered most important. The findings provided an important evidence base for the subsequent development of the proposed walking and cycling networks.

Phase 2 built upon this work by presenting the emerging LCWIP proposals for further public and stakeholder consideration. This included the proposed Primary and Secondary Walking Routes, Core Walking Zones and the hierarchy of Primary, Secondary and Local Cycling Routes. The consultation also sought views on the priorities for future improvements and the approach being used to assess and prioritise routes.

The purpose of Phase 2 was not to consult on detailed scheme designs or predetermined infrastructure proposals. Rather, it provided an opportunity to test whether the emerging strategic network appropriately reflected local movement needs, identify connections or opportunities that may have been overlooked, understand concerns associated with particular corridors and gather further evidence to inform the final route assessment and prioritisation process.

Phase 2 engagement was undertaken through a combination of the online questionnaire, the Council's consultation hub and a programme of in-person roadshow events held across the district. This provided opportunities for both structured feedback on the emerging proposals and more detailed qualitative comments from residents, stakeholders and other interested parties.

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This report presents the findings from the Phase 2 consultation, identifying the principal areas of support, concerns and recurring themes emerging through the different engagement channels. The findings have been considered alongside the technical assessment rather than as a standalone measure of support for individual routes. This is particularly important given variations in the geographical distribution of responses and the self-selecting nature of public consultation.

The Phase 2 findings have subsequently informed refinement of the final LCWIP network, route assessment and prioritisation process. In particular, the consultation has provided additional evidence relating to network continuity, missing links, connections between settlements and railway stations, safety and accessibility, strategic inter-settlement routes and locations where further feasibility work will be required. The consultation therefore represents an important component of the evidence base underpinning the final Arun District LCWIP.

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2.0 ENGAGEMENT ARRANGEMENTS

2.1 REQUIREMENT FOR ENGAGEMENT

Public and stakeholder engagement is an important component of LCWIP development, providing local evidence that cannot always be identified through data analysis and network auditing alone. While technical assessment can identify patterns of movement, network gaps and potential connections, engagement provides greater understanding of how the network is experienced by the people who use it and the issues that influence their travel choices.

For Phase 2 specifically, engagement was therefore required to test the emerging walking and cycling networks developed through the earlier evidence gathering and technical assessment, establish whether the proposed connections broadly reflected local priorities and identify where refinement or further investigation was required. The feedback provides an additional evidence layer alongside the technical route assessment and has informed the development of the final LCWIP network and prioritisation process.

An important purpose of Phase 2 was also to identify potential gaps, alternative connections and location specific constraints that may not have been fully apparent through the technical assessment alone. Local knowledge was particularly valuable in identifying issues relating to route continuity, severance, safety, accessibility, land and environmental constraints and connections to railway stations, town and village centres and neighbouring communities.

Phase 2 was therefore not intended to seek approval for detailed or predetermined scheme designs. The routes presented through the consultation represented a strategic network, with individual corridors requiring further feasibility, design, environmental, land and stakeholder work before any infrastructure could be delivered.

The Phase 2 consultation was delivered through a combination of an online questionnaire, the Council's consultation hub and a programme of in-person roadshow events across the district. Using different engagement methods provided both structured quantitative feedback and more detailed qualitative evidence, including discussion of particular routes and local issues.

The findings have subsequently been considered alongside the technical assessment in refining the final LCWIP network and prioritisation process. This ensures that the final strategy is informed by both objective evidence and local knowledge, while recognising that consultation responses are self-selecting and should not be treated as a statistically representative measure of support for individual routes or proposals.

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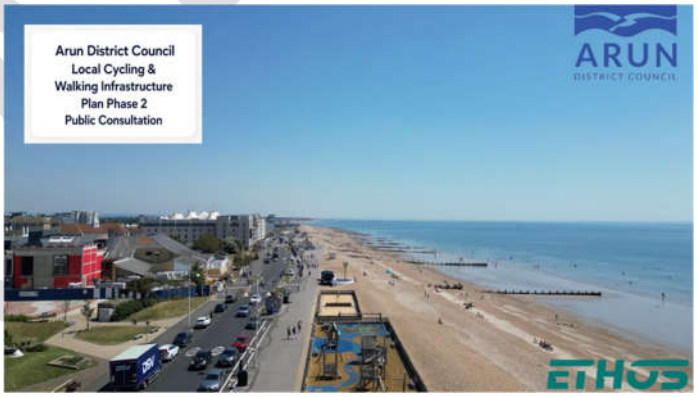
2.2 ENGAGEMENT MATERIAL

To support the Phase 2 consultation, a suite of accessible engagement materials was developed to help stakeholders understand the emerging LCWIP proposals, review the draft walking and cycling networks and provide informed feedback.

A dedicated digital consultation hub was provided through Ethos' Go Vocal engagement platform. The hub acted as the principal source of information for the consultation and presented the emerging LCWIP proposals, including the draft walking and cycling networks. Interactive content enabled stakeholders to review the proposed routes and provide location specific comments directly through the platform, providing an additional source of qualitative feedback alongside the questionnaire.

An online questionnaire was developed to capture structured feedback on the emerging proposals. This sought views on the proposed walking routes, Core Walking Zones and cycling network, together with priorities for different types of active travel improvement and the approach to route prioritisation. Respondents were also able to identify missing connections, raise concerns relating to particular locations and provide wider comments on the developing LCWIP.



To introduce the consultation in an accessible and engaging format, a short talking head video was produced. The video provided background to the LCWIP, explained what had been developed following the earlier stages of the project and outlined the purpose of Phase 2. It also explained how stakeholders could review the proposals and the different ways in which they could participate and provide feedback. The video was made available through the consultation hub.

A project leaflet was produced to promote Phase 2 across the district. This provided a concise overview of the consultation, explained how people could review the emerging proposals and directed stakeholders to the digital consultation hub and questionnaire. The leaflet supported wider promotion of the consultation and helped raise awareness among those who may not otherwise have encountered the online engagement activity.

A Frequently Asked Questions (FAQ) document was also prepared to provide additional information about the LCWIP and the Phase 2 consultation. This helped explain the status of the proposed networks, the purpose of consulting at this stage and how feedback would be considered in refining the final LCWIP.

A series of consultation boards and roller banners were developed to support the programme of in-person consultation events. These provided a visual overview of the

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project and emerging proposals, allowing members of the project team to discuss the LCWIP directly with attendees and gather more detailed feedback on individual routes, locations and opportunities. The materials also directed attendees towards the online consultation hub and questionnaire where they wished to provide further feedback following the events.

The consultation was promoted through the communication channels available to the project, including online and social media activity, with the leaflet and supporting materials helping to extend awareness of the consultation across the district. The combination of digital engagement, promotional materials and face-to-face consultation provided stakeholders with several different ways to understand the proposals and contribute to the development of the final LCWIP.

Appendix A provides examples of the principal engagement materials developed to support the Phase 2 consultation.

2.3 ONLINE QUESTIONNAIRE

The Phase 2 online questionnaire was designed to obtain structured feedback on the emerging LCWIP network and the priorities that should inform its refinement and future delivery. Building on the evidence gathered during Phase 1, the questionnaire moved the focus from understanding existing travel behaviours and barriers towards testing the proposed walking and cycling networks.

Respondents were invited to consider the proposed Primary and Secondary Walking Routes, Core Walking Zones and Primary, Secondary and Local Cycling Routes presented through the consultation hub. Questions explored whether the proposed networks provided appropriate connections, whether any important routes or destinations had been omitted and whether respondents considered the identified Core Walking Zones to be appropriate.

The questionnaire also sought views on the types of improvements that should be prioritised, including measures relating to safer crossings and junctions, improved footways, segregated cycle infrastructure, quieter streets and Liveable Neighbourhoods, traffic-free routes, cycle parking and other supporting infrastructure. Respondents were also able to indicate which proposed cycling routes they considered particularly important.

The consultation additionally provided opportunities for respondents to submit open-ended comments, enabling more detailed feedback to be provided on individual routes, locations, network gaps, constraints and other matters relevant to the LCWIP. These comments provided an important qualitative evidence source alongside the structured questionnaire results.

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The questionnaire was made available online through the consultation hub, enabling respondents to review the supporting network information before providing their feedback. The findings have subsequently been considered alongside the technical route assessment and other Phase 2 engagement evidence when refining the final LCWIP network and prioritisation process.

A copy of the Phase 2 questionnaire is provided in Appendix B of this feedback report.

2.4 TARGETED ENGAGEMENT

Alongside the wider public consultation, targeted engagement was undertaken to ensure that organisations and groups with a particular interest in walking, wheeling, cycling, transport and the future development of Arun were made aware of Phase 2 and provided with an opportunity to review the emerging proposals.

The stakeholder database developed during Phase 1 provided the basis for this engagement, ensuring continuity between the two consultation stages. Relevant organisations were contacted directly with information about Phase 2 and directed towards the consultation hub, emerging network plans and online questionnaire.

Targeted stakeholders included:

- Schools, colleges and education representatives;
- Public transport providers;
- Walking, wheeling and cycling interest groups;
- Charities and accessibility organisations;
- Equestrian groups, including the British Horse Society;
- Town and parish councils and other local community representatives;
- Neighbouring local authorities, including Chichester District Council and Adur & Worthing Councils;
- The South Downs National Park Authority and other organisations with an interest in strategic and cross-boundary connectivity.

The targeted engagement was particularly important during Phase 2 because the emerging network included a number of strategic inter-settlement and cross-boundary connections. Stakeholder feedback provided additional local and technical insight into route continuity, connections with neighbouring networks, access to key destinations and potential constraints that would need to be considered as individual routes progress.

Feedback received through targeted engagement has been considered alongside the questionnaire, consultation hub comments and in-person engagement. This provided an additional evidence layer for refining the final LCWIP and helped ensure that the proposed network was considered not only from a district wide perspective, but also in relation to local priorities, neighbouring networks and future delivery considerations.

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3.0 QUESTIONNAIRE ANALYSIS

3.1 INTRODUCTION

A total of 570 completed questionnaires were received during the Phase 2 consultation. This provides a strong evidence base for understanding stakeholder views on the emerging LCWIP and identifying areas of broad support, concern and potential refinement.

The results should, however, be interpreted as consultation feedback rather than a statistically representative survey of Arun's population. Participation was voluntary and response levels varied geographically, meaning that communities generating higher levels of engagement are naturally more prominent within the results. The questionnaire findings have therefore been considered alongside the technical evidence base, route assessments and feedback received through the consultation hub, stakeholder engagement and in-person consultation events.

This section presents the district wide findings from the Phase 2 questionnaire, identifying the principal trends, priorities and issues emerging from the responses. Qualitative comments are considered alongside the quantitative results where these provide additional context or help explain particular areas of support or concern.

3.2 DISTRICT WIDE ANALYSIS

3.2.1 LOCATION

Respondents were asked to identify the town or village in which they lived, enabling the geographical distribution of participation to be assessed. Responses were received from communities across Arun District, providing feedback from the main towns as well as a range of villages and smaller settlements.

There was a broad geographical spread of responses across the district. Arundel generated the highest proportion of responses at 21%, followed by Littlehampton at 18% and East Preston at 15%. Rustington accounted for a further 12% of responses, with Bognor Regis representing 11%. Responses were also received from a range of other communities across the district.

The distribution demonstrates particularly strong engagement from Arundel, Littlehampton and East Preston. The level of participation from East Preston is notable given the size of the settlement and is relevant when interpreting subsequent findings, particularly the volume of qualitative feedback relating to the proposed coastal cycling network and the East Preston/Kingston Gorse area.

Geographical variation in participation should therefore be taken into account when interpreting the questionnaire findings. Locations generating higher response levels are naturally more prominent within both the quantitative results and written comments, and

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the results should not be interpreted as indicating the relative level of support or concern across Arun's population as a whole.

Nevertheless, the geographical spread provides a valuable source of local evidence from communities across the district. When considered alongside the technical assessment and other engagement undertaken through Phase 2, the responses provide important insight into how the emerging network is viewed in different parts of Arun and where particular opportunities, concerns or constraints may require further consideration.

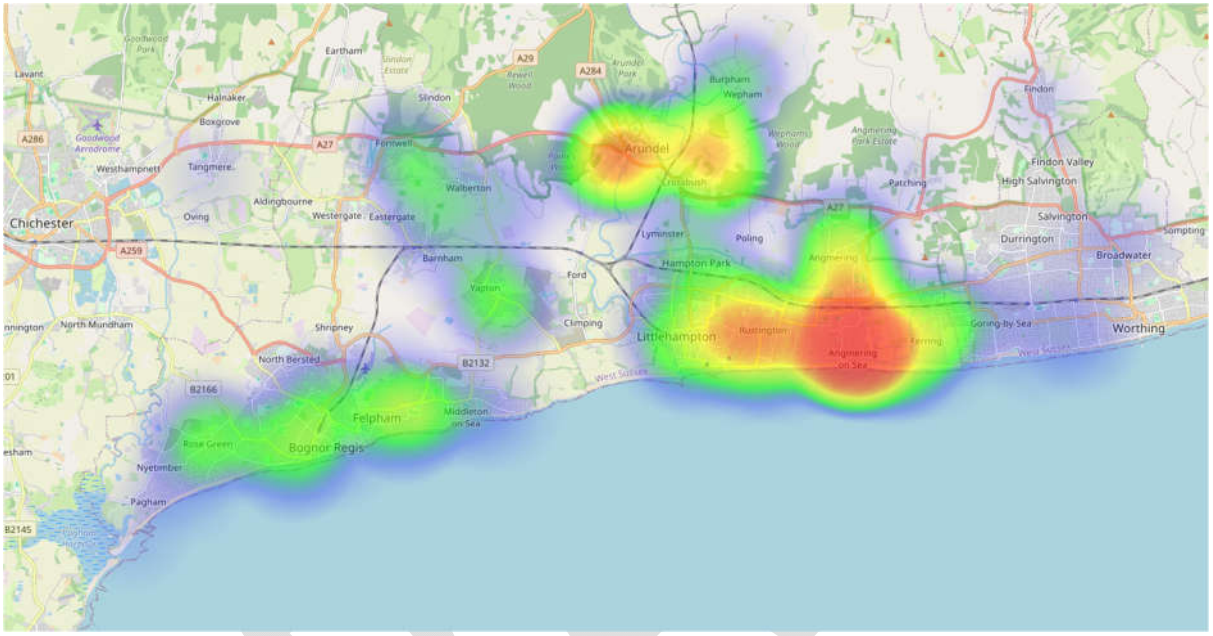

Figure 1 – Heatmap showing location of responses

3.2.2 RESPONDENT TYPE

Respondents were asked to identify the capacity in which they were responding to the Phase 2 consultation. The consultation was predominantly completed by local residents, accounting for 86% of responses. This indicates that the findings principally reflect the views and experiences of people living within the district and its communities.

Other respondent groups represented a much smaller proportion of the overall response. Parish and Town Councillors accounted for approximately 4%, while those identifying as employees or visitors each represented around 2%. District Councillors, students and representatives of community groups each accounted for approximately 1%, with business owners representing less than 1%.

A further 3% selected 'Other', indicating that a small proportion of respondents did not consider the predefined categories to adequately describe their interest in the consultation.

3.2.3 AREA MOST FREQUENTLY TRAVELLED WITHIN

Respondents were asked to identify the part of Arun in which they most frequently travel. The results show a clear concentration of travel activity within a relatively small number of settlements, although responses were recorded across much of the district.

Littlehampton was the most frequently identified area, accounting for 28% of responses, followed by Arundel at 20%. East Preston and Rustington also featured prominently, accounting for approximately 12% and 11% respectively. Together, these four locations represented more than 70% of responses to the question.

Elsewhere, Bognor Regis accounted for around 8% of responses and Angmering approximately 6%. Smaller proportions were recorded for Felpham, Walberton, Pagham, Yapton, Barnham and Middleton-on-Sea, while very limited responses related to Bersted, Climping and Poling. No respondents identified Aldwick or Slindon as the area in which they most frequently travelled.

The particularly high proportion associated with East Preston is important when interpreting the subsequent consultation results. It indicates a comparatively high level of engagement from people who regularly travel within the area.

3.2.4 AGE PROFILE

Respondents were asked to identify their age group to provide an understanding of the demographic profile of those participating in the Phase 2 consultation. The results show that responses were received across a range of age groups, although participation was weighted towards older residents.

The largest proportion of respondents were aged 65–74, accounting for 34% of responses. A further 16% were aged 75 or over, meaning that approximately half of respondents were aged 65 or above. Those aged 50–59 represented 15%, while a further 13% were aged 60–64.

Participation was lower amongst younger age groups. Approximately 11% of respondents were aged 40–49 and 7% were aged 25–39. Less than 2% were under 18, and only 1% of responses were recorded from the 18–24 age group. A small proportion preferred not to provide their age.

The age profile is important when interpreting the wider consultation findings. The strong representation of people aged 65 and over provides particularly valuable insight into issues such as accessibility, pedestrian comfort, crossing provision and the interaction between different users of shared spaces. However, the comparatively limited participation from younger people means that their views are less strongly represented within the questionnaire results.

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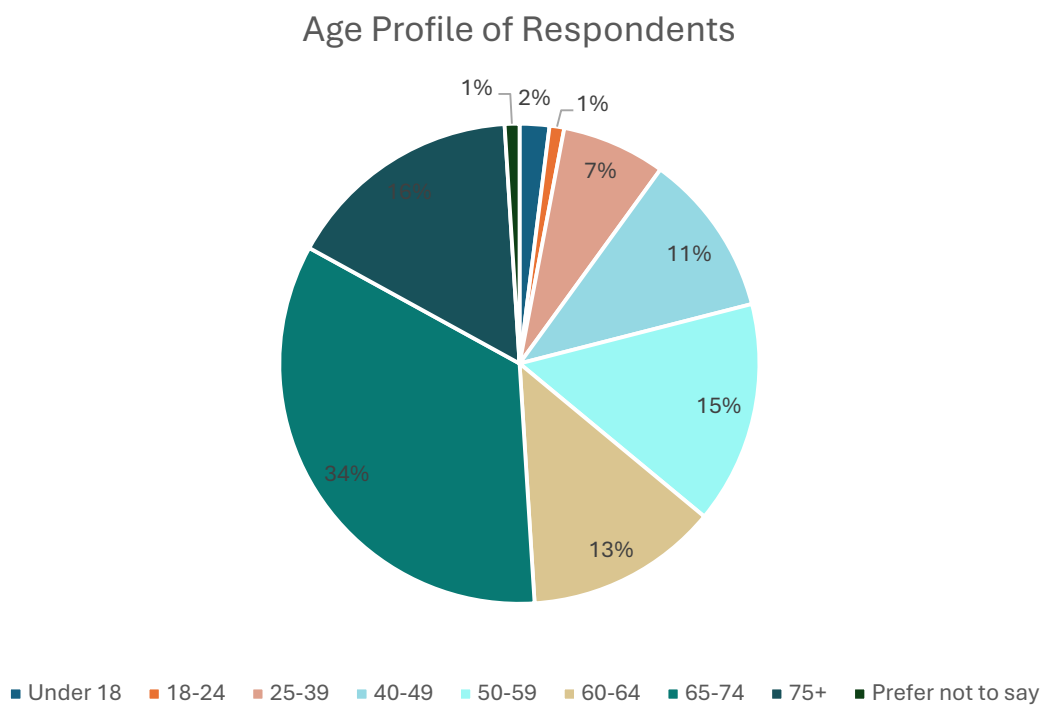

Figure 2 – Breakdown of respondents age profiles

3.2.5 MOBILITY NEEDS

Respondents were asked whether they had any mobility needs that affected how they travelled. The majority, 82%, indicated that they did not have mobility needs affecting their travel, while approximately 15% stated that they did. A further 3% preferred not to say.

The proportion of respondents identifying mobility needs is important within the context of an LCWIP, as the strategy seeks to improve conditions for walking and wheeling as well as cycling. The responses ensure that the consultation includes the perspectives of people for whom accessibility, path quality, crossing provision and the design of the wider pedestrian environment may have a particularly significant influence on their ability to travel independently.

Respondents who selected 'Yes' were also provided with an opportunity to describe their mobility needs. A recurring theme was limited walking ability, including difficulties walking longer distances, standing for extended periods or negotiating uneven and sloping surfaces. Respondents referred to the use of walking sticks, crutches and rollators, as well as mobility scooters, powered wheelchairs and other mobility aids.

Several comments highlighted the importance of accessible and good quality pedestrian infrastructure. Particular issues included uneven surfaces, kerbs, gates and stiles, with respondents identifying the value of level dropped kerbs, smooth and obstacle-free paths and routes capable of accommodating wheelchairs and mobility scooters.

The feedback also demonstrates that mobility needs do not necessarily prevent cycling. Some respondents indicated that they were more able to cycle than walk, while others relied on bicycles, electric cycles or scooters to undertake longer journeys that would otherwise be difficult. This reinforces the importance of considering cycles and other wheeled mobility aids as potentially important forms of independent mobility for people with different physical needs.

Safety and interaction between different users were also raised. Comments included concerns about sharing space with faster moving cycles and e-bikes, while respondents with visual impairments highlighted the difficulties associated with cycling on busy roads and the value of dedicated cycle infrastructure.

3.2.6 OVERALL WALKING AND WHEELING NETWORK

Respondents were asked how well they considered the proposed walking and wheeling network to reflect where people need to travel across Arun. The results demonstrate a generally positive response to the emerging network, with approximately two-thirds of respondents considering that it reflected travel needs either well (42%) or very well (24%).

A further 19% provided a neutral response, suggesting that while these respondents did not express clear support for the proposed network, neither did they consider that it performed poorly.

By comparison, 15% expressed a negative view, comprising 10% who considered that the network reflected travel needs poorly and 5% very poorly. This represents a relatively small proportion compared with those expressing a positive view.

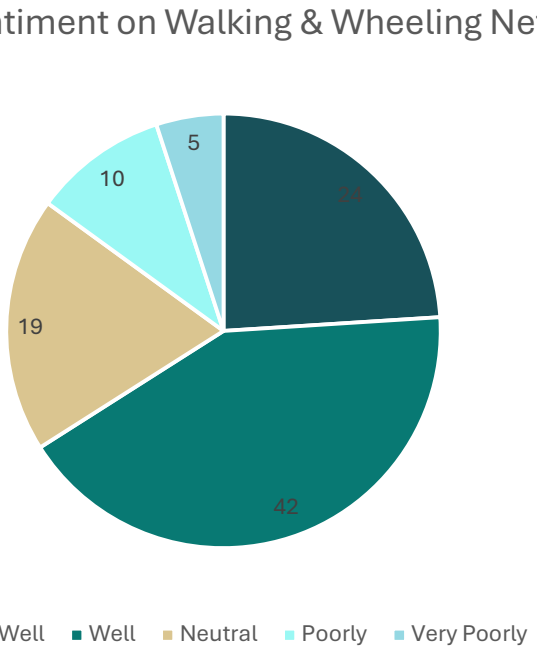

Figure 3 – Overall sentiment on the proposed walking and wheeling network in Arun

3.2.7 PRIMARY AND SECONDARY WALKING ROUTES

Respondents were asked whether the proposed Primary and Secondary Walking Routes had been correctly identified. Primary Routes were described as connecting Arun's main destinations, including town centres, schools, railway stations and healthcare facilities, while Secondary Routes provide more local connections between neighbourhoods, communities and these key routes.

The results demonstrate a strong level of support for the proposed route hierarchy. Almost one-third of respondents (31%) considered that the correct routes had been identified, while a further 46% responded 'Mostly'. Combined, this means that 77% of respondents broadly supported the proposed Primary and Secondary Walking Routes.

Only 9% considered that the correct routes had not been identified, while 14% were unsure. The relatively small proportion expressing outright disagreement suggests that concerns were more likely to relate to particular routes, missing connections or localised issues rather than fundamental opposition to the overall structure of the proposed walking network.

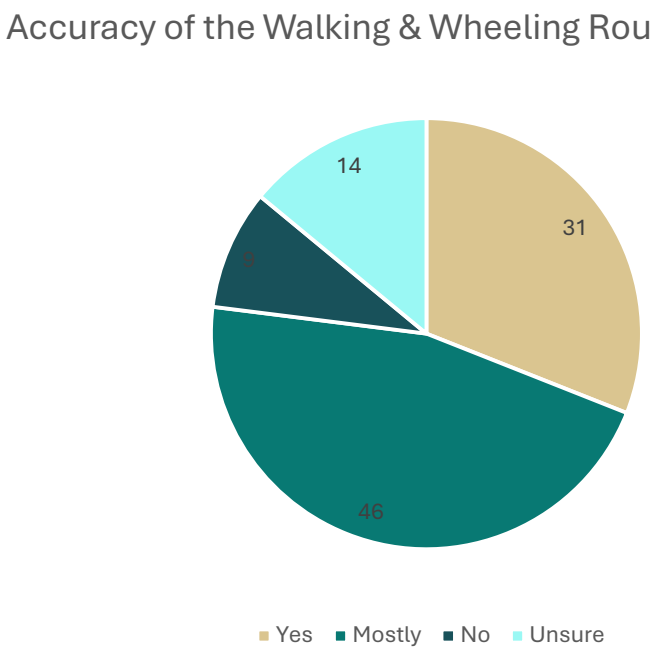

Figure 4 – Accuracy of the proposed walking and wheeling route hierarchy in Arun

3.2.8 CORE WALKING ZONES

Respondents were asked whether the proposed Core Walking Zones (CWZs) had been correctly identified. These were described as locations where walking and wheeling activity is concentrated, typically around town and village centres, schools, railway stations, shopping areas and other key destinations where improvements could deliver the greatest benefit.

The results demonstrate a strong level of support for the proposed Core Walking Zones. Approximately 34% of respondents considered that the correct areas had been identified, while a further 47% responded 'Mostly'. Combined, this means that 81% of respondents broadly supported the proposed CWZs.

Only 6% considered that the correct Core Walking Zones had not been identified, while 13% were unsure. The relatively low level of disagreement suggests that the overall approach to identifying areas of concentrated walking and wheeling activity was considered appropriate by the majority of respondents.

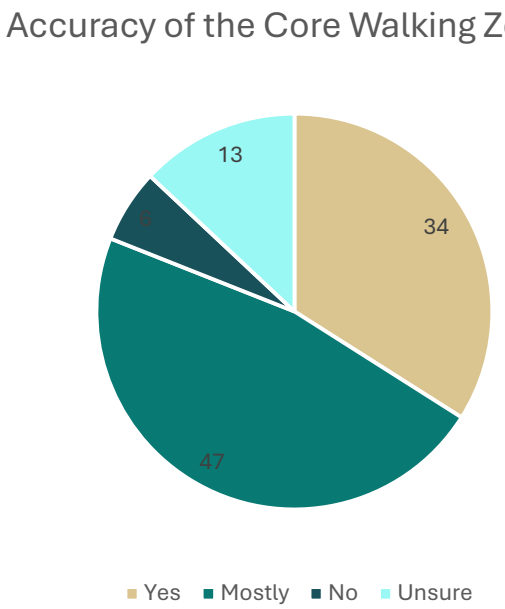

Figure 5 – Accuracy of the proposed Core Walking Zones in Arun

3.2.9 MISSING WALKING ROUTES

Respondents were provided with an opportunity to identify important walking routes that they considered to be missing from the proposed network. The comments were geographically diverse, but a number of recurring themes emerged.

A prominent theme was the need for greater connectivity between existing routes and communities, with respondents calling for a more joined-up network rather than individual routes terminating without clear onward connections. This included suggestions for additional links between settlements such as Walberton, Yapton and Arundel, as well as connections north from Yapton towards Binsted, the A27 and the South Downs.

Connections to railway stations and other public transport nodes were also frequently highlighted. Particular comments identified the need for improved walking connections to Ford Station, including from Arundel, and better integration between walking, cycling and public transport. Respondents also suggested that the network around Angmering

Station should recognise its role in serving both Angmering and East Preston, including connections south of the railway.

Within Bognor Regis and surrounding communities, respondents identified a number of potential gaps, including connections to North and South Bersted, Felpham, Middleton and Elmer, as well as schools, leisure facilities, local centres and existing recreational paths. Specific suggestions included improved connections to Rose Green, the northern approach to Bognor Regis Railway Station and a stronger pedestrian connection between the town centre and seafront.

Within Arundel, comments particularly emphasised connectivity between different parts of the town. Respondents highlighted the importance of connections across the A27/Ford Road corridor, reflecting the need to access the town centre, railway station, shops and other services from residential areas to the south and west.

A number of more localised routes and barriers were also identified. These included Angmering village and its surrounding area, Beaumont Park to Littlehampton via Berry Lane, Fontwell Avenue and Limmer Lane in Felpham. Comments relating to these locations frequently linked the need for improved routes with concerns about traffic speeds, narrow or absent footways and pedestrian safety.

Comments relating to Littlehampton focused not only on additional routes but also on how existing pedestrian areas connect into the wider network. Respondents questioned how the promenade and South Terrace integrate with surrounding routes and suggested that areas around Mewsbrook Park and the Wave should also be considered.

The majority of the locations detailed are included in the LCWIP either as walking and wheeling routes, or as part of the cycle route network, which would still enable pedestrian routes to be upgraded / improved as part of the development of cycle infrastructure.

3.2.10 WALKING ROUTES TO BE RECONSIDERED

Respondents were asked whether there were any proposed walking routes that they considered should be reconsidered. A considerable number of respondents indicated “No”, “None” or equivalent, suggesting that they did not identify a particular route requiring reconsideration. Among those providing substantive comments, several recurring themes emerged.

The most prominent area of concern related to the coastal Greensward, particularly around East Preston and Kingston Gorse. Respondents questioned the appropriateness of introducing or promoting cycling within an area currently valued principally for walking, recreation and its quieter coastal character. Concerns included potential conflict between pedestrians and cyclists, impacts on the character and enjoyment of the Greensward, private land ownership and access, and the potential physical impact of

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accommodating additional infrastructure. Similar concerns were raised in relation to the Rustington Greensward.

A second strong theme related to Arundel and connectivity across the A27/Ford Road corridor. Rather than calling for existing routes to be removed, several respondents considered that the proposed network required reconsideration or strengthening to provide safer and more direct connections between residential areas and the town centre. Particular emphasis was placed on connecting the two identified walking areas, improving the relationship between Arundel Railway Station and the town centre, and providing connections towards Ford Station.

Related comments identified the need for improved inter-settlement connections around Arundel, including Warningcamp–Arundel, Arundel–Lyminster, Arundel–Ford and Arundel–Walberton. Accessibility was a particular consideration, with some respondents highlighting the absence of routes suitable for people using wheelchairs, pushchairs or cycles.

Elsewhere, respondents identified more localised issues and potential amendments, including connections between Yapton and the A259, Limmer Lane, Fontwell Avenue, routes within Findon and connections between Bognor Regis Railway Station and Bognor Regis Hospital. Some respondents also emphasised the need for stronger connections to schools and public transport.

A smaller number of comments related to the clarity and interpretation of the consultation mapping. Respondents highlighted uncertainty over particular route classifications and difficulty distinguishing some alignments, suggesting that clearer mapping and explanation of how routes connect would assist understanding of the proposed network.

3.2.11 OVERALL CYCLING NETWORK

Respondents were asked how well they considered the proposed cycling network to connect the places people need to travel across Arun. The results demonstrate a generally positive response to the emerging network, with more than two-thirds of respondents considering that it performed either well (46%) or very well (22%).

A further 19% provided a neutral response, indicating that around one-fifth of respondents neither positively nor negatively assessed the proposed network.

By comparison, 13% expressed a negative view, comprising 8% who considered that the network connected destinations poorly and 5% very poorly. This represents a relatively small proportion compared with those providing a positive assessment.

Overall, the findings indicate broad support for the structure and connectivity of the proposed cycling network, with 68% providing a positive assessment compared with 13%

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providing a negative assessment. This suggests that the emerging network generally reflects the connections respondents consider important for cycling across the district.

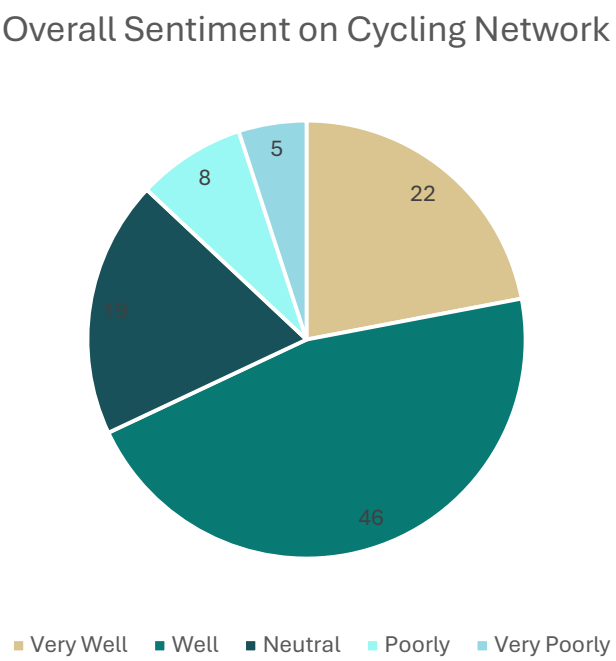

Figure 6 – Overall sentiment on the proposed cycling network in Arun

3.2.12 PRIMARY, SECONDARY AND LOCAL CYCLING ROUTES

Respondents were asked whether the correct Primary Cycling Routes had been identified, representing the principal longer-distance connections between Arun's main towns, railway stations, employment areas and other key destinations. A subsequent question asked the same in relation to the proposed Secondary and Local Cycling Routes, which provide supporting connections between communities, neighbourhoods and the wider strategic network.

The results demonstrate broad support for both levels of the proposed cycling network. For the Primary Cycling Routes, 28% responded 'Yes' and 43% 'Mostly', meaning that approximately 71% considered the proposed Primary Network wholly or mostly appropriate. Around 11% disagreed, while 18% were unsure.

A similar pattern was recorded for the Secondary and Local Cycling Routes. 25% considered that the correct routes had been identified and 39% responded 'Mostly', giving a combined positive response of approximately 64%. Around 16% considered that the correct routes had not been identified, while 20% were unsure.

Support was therefore somewhat stronger for the Primary Cycling Network, suggesting greater confidence in the strategic connections identified between Arun's principal settlements and destinations. The slightly higher levels of disagreement and uncertainty associated with the Secondary and Local Network may reflect the greater complexity of

identifying appropriate connections at a more local level, where detailed knowledge of individual streets, paths, barriers and destinations becomes increasingly important.

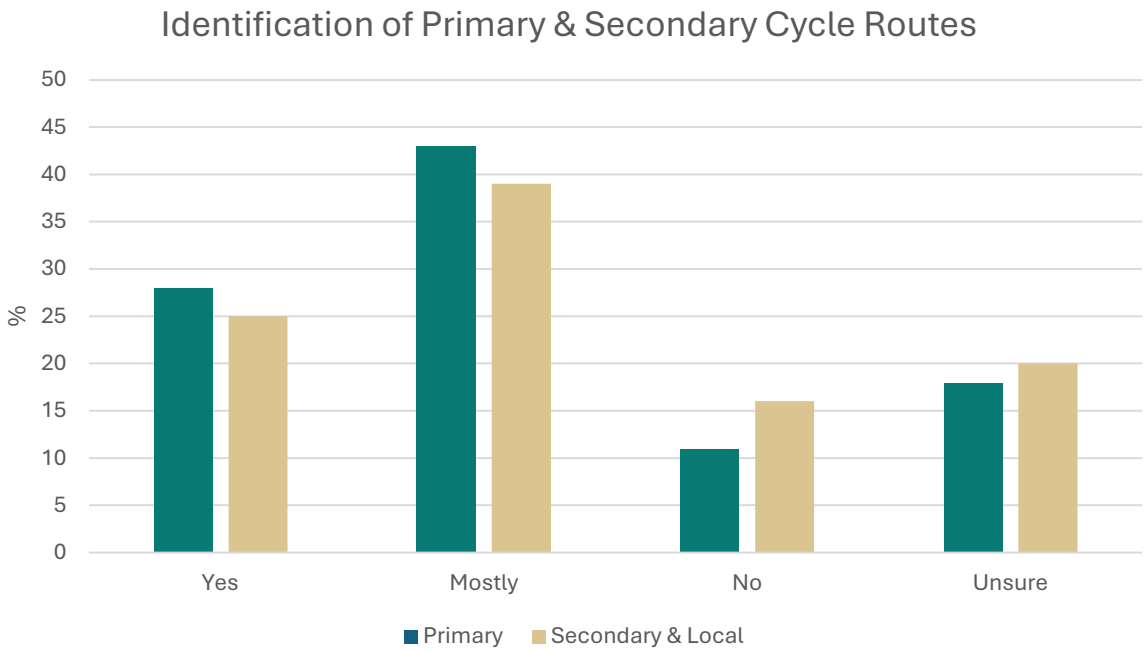

Figure 7 – Comparison of Primary & Secondary cycle route support in Arun

3.2.13 MISSING AND RECONSIDERED CYCLING ROUTES

Questions 14 and 15 provided respondents with an opportunity to identify important cycling connections that they considered to be missing from the proposed network and, conversely, routes or alignments that they considered should be reconsidered. The comments provide useful local detail to supplement the generally positive assessment of the cycling network identified through the preceding questions.

Missing Cycling Routes

A recurring theme within responses to Question 14 was the need to complete gaps and create continuous connections between settlements, rather than individual sections of infrastructure ending at busy roads or administrative boundaries. Respondents identified a wide range of potential additions and extensions, with particular emphasis on connections around Arundel, Ford, Lyminster and Littlehampton.

Connections to railway stations were especially prominent. Respondents repeatedly identified the importance of connecting Arundel with Ford Station, improving access to Arundel Station and extending existing infrastructure around Lyminster so that it provides a continuous connection into Arundel. Feedback also highlighted the potential for a direct Yapton–Ford Station connection associated with development at Ford Airfield.

A further strong theme was cross-boundary and longer-distance connectivity. Respondents identified the gap in National Cycle Network Route 2 between

Littlehampton and Worthing/Goring, connections westwards towards Chichester and the proposed Ford–Hunston/Old Canal corridor. Connections northwards towards the South Downs National Park were also suggested, including routes through Fontwell and Slindon.

Within the western part of the district, respondents highlighted potential improvements between Pagham, Bognor Regis, Chichester and surrounding employment areas, including safer alternatives to Pagham Road and connections serving Barfoots. Suggestions included the use of existing tracks and quieter corridors where these could provide alternatives to heavily trafficked roads.

Connections involving Yapton, Walberton, Binsted, Barnham and Ford were another recurring theme. Respondents highlighted the difficulty of cycling between some of these communities on the existing highway network and suggested additional off-road or protected connections.

The comments also reinforced the importance of route quality and continuity, rather than simply identifying additional lines on the network. Respondents referred to existing routes that terminate abruptly, narrow or unsafe road sections, major road crossings and the need for infrastructure that would be sufficiently safe and attractive for less confident cyclists and children.

Routes to be Reconsidered

Feedback to Question 15 was considerably more geographically concentrated. While a number of respondents indicated that they did not consider any routes needed to be reconsidered, there was a clear concentration of concern regarding the proposed coastal route through the East Preston, West Kingston and Kingston Gorse Greenswards.

Respondents raised several related concerns about this alignment. These included the potential for conflict between cyclists and pedestrians, particularly children, older people, dog walkers and people with mobility or sensory impairments; the potential loss of the existing quiet recreational character of the Greenswards; and concerns about the physical and environmental effects of constructing a formal surfaced route.

Land ownership and deliverability were also repeatedly raised. Respondents questioned whether the necessary rights exist to deliver a route through Kingston Gorse and West Kingston, referring to private ownership, existing access arrangements and physical constraints. Some respondents suggested that alternative alignments using existing roads should be investigated rather than assuming that the Greenswards themselves would accommodate cycling infrastructure.

The comments demonstrate that concern is not necessarily opposition to the principle of improving east-west cycling connectivity. Indeed, elsewhere respondents specifically called for completion of the coastal and National Cycle Network Route 2 connection

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towards Worthing. Rather, the principal concern relates to the specific alignment and form of provision through Kingston Gorse and the Greenswards. This distinction is important when considering how the consultation should inform the final LCWIP.

Other routes attracted substantially less concentrated feedback. Comments included concerns or suggestions relating to Arundel, including the alignment through the town and the need to prioritise safer connections between Ford Road, the railway station and town centre; Warningcamp; Binsted; Findon; and sections of the network where respondents considered existing roads unsuitable for cycling.

3.2.14 PRIORITIES FOR FUTURE IMPROVEMENTS

Respondents were asked to prioritise a range of potential walking, wheeling and cycling improvements according to whether they should represent a High, Medium or Low Priority for future investment.

The results demonstrate a particularly strong emphasis on safety related improvements. Safer junctions received the highest level of support, with 71% identifying these as a High Priority, closely followed by safer crossings at 69%. Only 4% and 3% respectively considered these measures to be a Low Priority, demonstrating a clear preference for investment that addresses locations where people interact with or cross motor traffic.

Improvements to the quality and safety of the wider network were also strongly supported. Better footways were considered a High Priority by 59% of respondents, while the same proportion identified Quiet Streets/Liveable Neighbourhoods as a High Priority. Segregated cycle routes were identified as a High Priority by 53%, reinforcing the importance placed on creating safer environments that reduce interaction between cyclists and motor traffic.

There was also considerable support for interventions aimed at particular types of journey or user. School Streets were considered a High Priority by 47%, with a further 37% assigning them Medium Priority. Similarly, traffic free leisure routes were considered a High Priority by 45% and Medium Priority by 37%. This indicates support for both everyday active travel infrastructure and routes that provide opportunities for recreation and access to the wider countryside.

Other measures were more commonly regarded as supporting priorities. 20mph areas received a more mixed response, with 32% identifying them as High Priority, 28% as Medium Priority and 40% as Low Priority. Cycle parking was considered a High Priority by 28%, compared with 43% assigning Medium Priority, while bridleway improvements were most commonly considered Medium Priority at 43%. Wayfinding received the lowest High Priority rating at 19%, although 47% considered it a Medium Priority.

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Answer Choices	High Priority	Medium Priority	Low Priority
Safer crossings	69%	28%	3%
Better footways	59%	35%	6%
Segregated cycle routes	53%	29%	18%
Quiet streets / Liveable Neighbourhoods	59%	30%	11%
Traffic free leisure routes	55%	35%	10%
Safer junctions	71%	25%	4%
School Streets	47%	37%	16%
20mph areas	42%	28%	30%
Cycle parking	28%	43%	29%
Wayfinding	19%	47%	34%
Bridleway improvements	23%	43%	34%

Table 1 – Priorities for future active travel improvements within Arun

3.2.15 PRIORITY CYCLING ROUTES

Respondents were asked to identify which of the proposed cycling routes they considered should be delivered first, selecting a first, second and third choice. The results provide an indication of the relative priorities placed on different parts of the proposed network.

For the purpose of identifying an overall Top 10, the three selections have been combined using a simple weighted score, with three points for a first choice, two points for a second choice and one point for a third choice. This gives greater weight to routes identified as respondents' highest priority while still recognising second and third preferences.

Rank	Proposed Route	1st Choice	2nd Choice	3rd Choice	Weighted Score
1	120 – Coastal Towns–Arundel / SDNP Gateway	11.9%	5.5%	6.7%	**110**
2	100 – Coastal Strategic Corridor	8.1%	7.0%	4.6%	**88**
3	110 – Littlehampton–Worthing Strategic Link	8.1%	5.2%	7.7%	**86**
4	121 – Angmering–Arundel	8.5%	2.5%	6.7%	**77**
5	114.1 – Littlehampton–Worthing Coastal Link	4.7%	7.0%	7.2%	**72**
6	121.2 – South-west Arundel	7.1%	5.0%	3.6%	**72**
7	130 – Arundel–Chichester / SDNP Strategic Corridor	5.2%	6.0%	7.2%	**71**
8	113 – Littlehampton–Angmering	5.2%	6.2%	3.5%	**64**
9	121.1 – Arundel Town Centre	6.2%	3.5%	3.1%	**59**
10	102 – Bognor Regis–Barnham–Yapton	4.3%	6.0%	3.1%	**57**

Table 2 – Priority cycle routes for delivery from the LCWIP

The results demonstrate particularly strong support for Route 120 – Coastal Towns–Arundel / South Downs National Park Gateway, which achieved the highest overall weighted score of 110. It was selected as the first priority by approximately 12% of respondents, the highest proportion recorded for any individual route.

Route 120 encompasses the strategic connection between the coastal area, Ford and Arundel, including the River Arun and Ford Road route options. Its position as the highest ranked route is significant and aligns with wider Phase 2 feedback, which identified strong interest in improving connectivity between Littlehampton, Ford and Arundel.

In particular, consultation feedback highlighted the potential for a route following the River Arun corridor, alongside the importance of providing effective connections to Ford Railway Station and maintaining a more direct utility connection through the Ford Road corridor. The results therefore support further consideration of both alignments as part of the strategic Route 120 corridor, rather than necessarily treating them as a simple either/or choice.

The Coastal Strategic Corridor (Route 100) ranked second, with a weighted score of 88, while the Littlehampton–Worthing Strategic Link (Route 110) ranked third with a score of 86. Together with Route 114.1, which ranked fifth, these results demonstrate the importance respondents placed on improving east-west connectivity across Arun's coastal communities and towards Worthing. This is consistent with wider feedback calling for greater continuity along the coastal network and improved connections with the wider National Cycle Network.

Connections involving Arundel feature particularly strongly within the results. In addition to Route 120 ranking first, Angmering–Arundel (Route 121) ranked fourth, South-west Arundel (Route 121.2) ranked sixth and Arundel Town Centre (Route 121.1) ranked ninth. The Arundel–Chichester / South Downs National Park Strategic Corridor (Route 130) also ranked seventh. This concentration of routes demonstrates the importance respondents placed on improving connections to and through Arundel, including links with neighbouring settlements, railway stations and the South Downs National Park.

The Littlehampton–Worthing Coastal Link (Route 114.1) ranked fifth overall. While this demonstrates support for the principle of improved coastal connectivity, it should be considered alongside the more detailed qualitative feedback received through Phase 2.

As identified through Question 15, concerns were raised regarding the precise alignment through East Preston, West Kingston and Kingston Gorse, particularly in relation to land ownership, pedestrian interaction, environmental considerations and deliverability. The ranking therefore provides evidence of support for the strategic connection, but should not be interpreted as endorsement of a particular alignment through these constrained locations.

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Elsewhere, the Littlehampton–Angmering route (Route 113) ranked eighth, while Bognor Regis–Barnham–Yapton (Route 102) completed the Top 10. The inclusion of Route 102 demonstrates that respondents also placed importance on improving connectivity within the western part of the district, particularly between neighbouring settlements.

The rankings should not, however, be interpreted as establishing a definitive delivery programme. They provide an important measure of community preference which has been considered alongside the technical route assessment, strategic value, feasibility, deliverability, environmental and land constraints and potential funding opportunities when developing the final LCWIP prioritisation and delivery programme.

3.2.16 ROUTE ASSESSMENT AND PRIORITISATION

Respondents were asked whether the draft route assessment results broadly reflected the walking and cycling routes that they considered should be prioritised for future investment. The question provided access to the draft assessment scores, allowing respondents to consider the results before providing their response.

The findings demonstrate a generally positive response to the route assessment approach and its outcomes. 26% of respondents answered 'Yes', while a further 40% responded 'Mostly'. Combined, this means that 66% considered that the assessment results wholly or mostly reflected the routes that should be prioritised.

By comparison, 11% responded 'No', indicating that only a relatively small proportion considered the assessment results did not broadly reflect appropriate priorities. A further 23% were unsure, which is higher than for several of the preceding network questions. This may reflect the more technical nature of route assessment and prioritisation, with some respondents potentially less confident in reaching a view on the relative merits of individual routes.

Overall, the results provide broad support for the route assessment framework as a basis for informing future investment priorities, with approximately two-thirds of respondents agreeing wholly or mostly with its outcomes.

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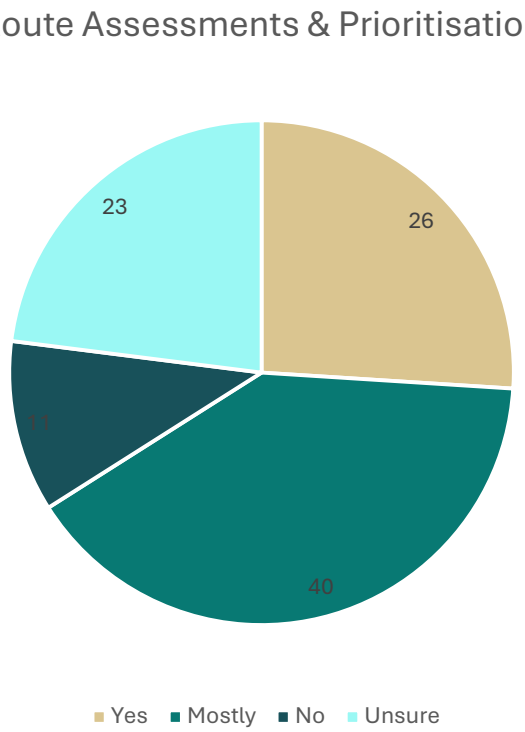

Figure 8 – Respondents thoughts on route assessments and priority within the LCWIP

3.2.17 FOCUSING INVESTMENT ON PRIORITY ROUTES

Respondents were asked how important they considered it that future investment should focus on the highest priority routes first. The results demonstrate strong support for a prioritised approach to future investment.

Approximately 33% considered this to be very important, while a further 41% considered it important. Combined, this means that 74% of respondents supported focusing future investment on the highest priority routes first.

A further 21% provided a neutral response, while only 5% considered such an approach to be not important. The relatively low level of disagreement indicates broad acceptance of the principle that available funding and resources should be directed towards those routes identified as offering the greatest priority or potential benefit.

The findings complement the results of the preceding question, where the majority of respondents considered that the route assessment results wholly or mostly reflected appropriate priorities. Together, the results provide support for using a structured and evidence-led prioritisation process to guide future investment and scheme development.

However, prioritisation should not be interpreted as meaning that only the highest scoring routes will be progressed. Delivery will also depend upon factors such as scheme feasibility, funding availability, land requirements, environmental considerations, partnership opportunities and readiness for implementation. In some cases,

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opportunities may arise to progress lower ranked interventions earlier where funding or development provides a practical delivery mechanism.

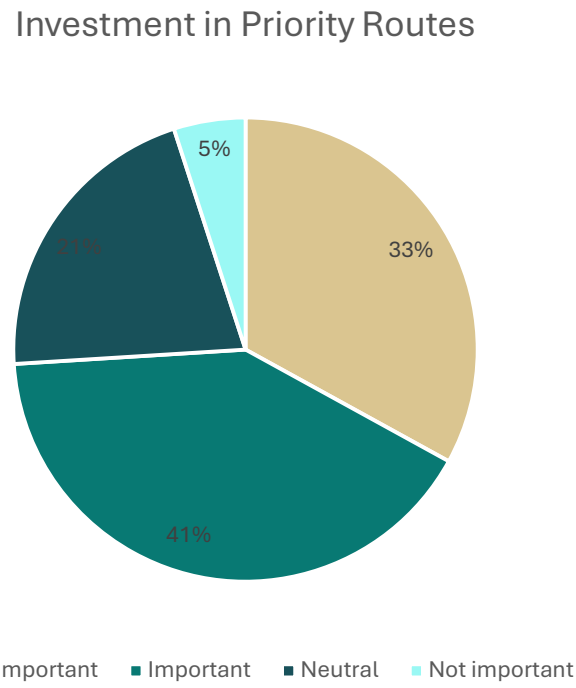

Figure 9 – Respondents thoughts on investing in priority routes within the LCWIP

3.2.18 FURTHER CONSIDERATIONS BEFORE FINALISING THE LCWIP

The final question provided respondents with an opportunity to identify any additional matters they considered should be taken into account before the LCWIP is finalised. The responses covered a wide range of issues, but several clear and recurring themes emerged.

Safety and continuity of routes were among the strongest themes. Respondents emphasised that routes need to be safe and continuous throughout their length, rather than comprising isolated sections of high-quality infrastructure separated by unsafe junctions, crossings or heavily trafficked roads. Suggestions included safer junctions and crossings, greater segregation from traffic, reduced traffic speeds and more explicit consideration of safety when developing individual schemes. Some respondents specifically argued that difficult sections should not simply be removed because they are challenging to deliver, as these may represent the locations where intervention is most needed.

Maintenance and year-round usability were also repeatedly raised. Respondents highlighted overgrown vegetation, poor surfaces, potholes, debris and narrow or obstructed paths as factors that can undermine otherwise useful walking and cycling infrastructure. There was a clear view that investment in new infrastructure should be accompanied by appropriate maintenance of the existing network and that strategic

routes should, wherever practicable, remain usable throughout the year. This was particularly relevant to rural and off-road connections where muddy or uneven surfaces can substantially restrict accessibility.

A further prominent theme concerned accessibility and inclusive design. Respondents highlighted the needs of wheelchair and power-chair users, mobility scooter users, people with visual impairments, older people, children and those travelling with pushchairs. Comments called for accessible paths, dropped kerbs, removal of physical barriers such as inaccessible gates and consideration of how shared environments operate for people with different mobility needs. The feedback reinforces the importance of ensuring that improvements for walking and wheeling are designed for the broadest possible range of users.

Integration with public transport was another recurring consideration. Respondents highlighted the importance of safe walking and cycling connections to railway stations and bus stops, particularly for rural communities where public transport services may be more limited. Connections between settlements, stations, schools and town centres were frequently regarded as important in enabling active travel to form part of practical everyday journeys.

Several comments reinforced the importance of strategic and inter-settlement connectivity. Particular attention was given to connections involving Arundel and Ford, including the need for a safe connection between Arundel and Ford Railway Station. Respondents also identified the importance of connections towards Chichester, Worthing, the South Downs National Park and between smaller settlements. Ford Road was specifically highlighted as an important but currently challenging corridor where protection from traffic would be required.

Respondents also emphasised that the LCWIP should support everyday utility journeys as well as leisure travel. Some comments argued that routes serving schools, employment, railway stations and town centres should receive particular emphasis because of their potential to reduce car dependency. This does not diminish the value of leisure routes, but indicates that the ability of the network to support practical day-to-day journeys should remain an important consideration when prioritising investment.

There were contrasting views regarding the proposed coastal route and Greenswards around East Preston, West Kingston and Kingston Gorse. A notable group of respondents objected to cycling infrastructure through these areas, citing concerns about private land, pedestrian and cyclist conflict, impacts upon children and dog walkers, environmental effects and changes to the character of existing green spaces. At the same time, other respondents supported improved coastal connectivity between Littlehampton, East Preston and Worthing, including some who considered a coastal route desirable if sensitively designed. This reinforces the distinction between support

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for the strategic connection and the need for further feasibility work to determine an appropriate alignment and form of provision.

Deliverability, funding and value for money were also raised. Respondents questioned how improvements would be funded and emphasised the need to consider land ownership, engineering feasibility and competing infrastructure priorities. There was also a view that routes identified as priorities should have a realistic pathway towards implementation. Conversely, other respondents expressed concern that difficult but strategically important routes should not automatically be downgraded simply because they are more challenging to deliver.

The relationship between the LCWIP and future development was another theme. Respondents highlighted the additional travel demand generated by housing growth and argued that new developments should provide safe walking and cycling connections from the outset. There was support for the LCWIP being used to inform planning decisions and developer contributions so that future growth contributes towards delivery of the strategic active travel network.

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3.3 LOCAL AREA ANALYSIS

To complement the district wide findings, the Phase 2 responses have also been considered at a more local level for Arundel, Littlehampton and Bognor Regis. This provides greater insight into how the emerging LCWIP network is viewed within and around Arun's principal towns and helps identify differences in local priorities, connectivity needs and areas of concern. Overall, the findings demonstrate broad support for improved walking, wheeling and cycling provision, while highlighting distinct local priorities relating to network continuity, connections between neighbouring settlements, access to railway stations and town centres, and safer infrastructure for everyday journeys.

3.4 ARUNDEL REGIONAL ANALYSIS

A total of 122 completed questionnaire responses were received from respondents in and around the Arundel region as their closest town. This represented a substantial component of the Phase 2 consultation and provides useful insight into how the proposed walking, wheeling and cycling networks were viewed within the Arundel area.

Overall, responses from Arundel were broadly consistent with the district wide findings, although there was somewhat stronger support for a number of the proposed networks and strategic connections. This aligns with the qualitative feedback, where connectivity within Arundel and between the town, Ford, neighbouring settlements and railway stations emerged particularly strongly.

Overall Walking and Wheeling Network

Responses from Arundel indicated a generally positive view of the proposed walking and wheeling network. Approximately 73% considered that the network reflected where people need to travel either well (45%) or very well (28%), compared with 66% across the district as a whole. Around 16% provided a neutral response, while approximately 11% considered that the network performed poorly or very poorly.

This suggests a comparatively strong level of confidence in the overall walking and wheeling network within Arundel. However, the qualitative comments demonstrate that support for the broad network was accompanied by calls for improvements to specific connections, particularly between different parts of the town and across the A27/Ford Road corridor. District wide comments relating specifically to Arundel repeatedly highlighted access to the town centre, railway station and residential areas to the south and west.

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Response	Arun District	Arundel
Very Well	24%	28%
Well	42%	45%
Neutral	19%	16%
Poorly	10%	8%
Very Poorly	5%	3%

Table 3- Comparison between Arundel region and district wide response for walking & wheeling network

Primary and Secondary Walking Routes

Support for the proposed walking route hierarchy was also comparatively strong. Approximately 83% of Arundel respondents considered that the correct Primary and Secondary Walking Routes had been identified either fully (35%) or mostly (48%), compared with 77% district wide. Around 8% disagreed, with 9% unsure.

The results indicate support for the overall structure of the network rather than suggesting that the proposed hierarchy requires fundamental reconsideration. Nevertheless, the qualitative feedback identified a need to strengthen particular connections around Arundel, including Arundel–Ford, Arundel–Lyminster, Arundel–Walberton and connections across the A27/Ford Road corridor.

Core Walking Zones

The proposed Core Walking Zones also attracted strong support, with approximately 87% of Arundel respondents considering that the correct areas had been identified either fully (40%) or mostly (47%). This compares with 81% across the district. Only around 5% disagreed, while 8% were unsure.

This provides a strong endorsement of the areas identified for concentrated walking and wheeling improvements within Arundel, while the accompanying qualitative feedback indicates that connections between these areas are as important as improvements within the Core Walking Zones themselves.

Overall Cycling Network

The proposed cycling network received a similarly positive response. Approximately 74% of Arundel respondents considered that it connected the places people need to travel either well (47%) or very well (27%), compared with 68% district wide. Around 16% were neutral and 10% considered that it performed poorly or very poorly.

This higher level of support is consistent with the prominence of Arundel related routes within the wider consultation. Respondents repeatedly identified the importance of

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connections between Arundel, Ford, Lyminster and surrounding settlements, together with improved access to railway stations and onward connections towards the South Downs National Park.

Response	Arun District	Arundel
Very Well	22%	27%
Well	46%	47%
Neutral	19%	16%
Poorly	8%	7%
Very Poorly	5%	3%

Table 4 - Comparison between Arundel region and district wide response for cycling network

Primary Cycling Routes

Support for the Primary Cycling Network was particularly strong within Arundel. Approximately 78% considered that the correct Primary Routes had been identified, comprising 33% answering 'Yes' and 45% 'Mostly'. This compares with 71% across the district.

Around 9% disagreed and 13% were unsure. The results indicate relatively strong confidence in the strategic network serving Arundel, although comments frequently focused on the quality and alignment of individual connections rather than questioning their strategic need.

This is particularly relevant to Route 120 – Coastal Towns–Arundel / South Downs National Park Gateway, which encompasses the strategic connection between the coastal area, Ford and Arundel, including the River Arun and Ford Road route options. Route 120 was the highest-ranked route across the district wide priority exercise.

Priorities for Future Improvements

The pattern of priorities within Arundel broadly reflected the district wide findings but with an even stronger emphasis on safety and overcoming severance. For illustrative purposes, the principal High Priority responses could reasonably be presented as:

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Improvement	District High Priority	Arundel High Priority
Safer junctions	71%	77%
Safer crossings	69%	75%
Better footways	59%	62%
Quiet Streets / Liveable Neighbourhoods	59%	57%
Segregated cycle routes	53%	57%
Traffic-free leisure routes	55%	66%
School Streets	47%	40%
20mph areas	42%	49%

Table 5 - Comparison between Arundel region and district wide response for future improvement priorities

The particularly strong emphasis on junctions, crossings, segregation and lower speed environments reflects the qualitative feedback received about traffic conditions within and around Arundel. Respondents frequently identified the A27/Ford Road corridor as a barrier and raised concerns regarding safe movement between residential areas, the town centre and railway stations.

Route Assessment and Prioritisation

Views on the route assessment process were also somewhat more positive than the district wide results. Approximately 72% of Arundel respondents considered that the route assessment results wholly (30%) or mostly (42%) reflected the routes that should be prioritised, compared with 66% district wide.

Around 10% disagreed, while 18% were unsure. The remaining uncertainty is understandable given the technical nature of the route assessment and the range of potential alignments associated with some strategic corridors.

There was also strong support for directing investment towards priority routes, with approximately 80% considering this important or very important, compared with 74% district wide. This indicates broad acceptance within Arundel of using a structured evidence-led process to determine where future investment should initially be focused. The district wide analysis similarly found strong support for prioritisation while recognising that deliverability, funding, land and scheme readiness will influence the eventual programme.

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Key Findings for Arundel

Overall, the Arundel results indicate strong support for the strategic direction of the LCWIP, with levels of positive response generally somewhat higher than those recorded across the district as a whole. Particularly strong support was evident for the walking and cycling networks, Core Walking Zones and the principle of prioritising future investment.

The quantitative findings are reinforced by a clear pattern within the qualitative feedback. Rather than questioning the principle of improved active travel provision, respondents frequently focused on the need to strengthen connections within and beyond Arundel, particularly:

- Connecting the different parts of Arundel and overcoming severance associated with the A27 and Ford Road;
- Providing safe and attractive connections between the town centre and Arundel Railway Station;
- Improving the connection between Arundel and Ford Railway Station, including consideration of both the River Arun and Ford Road corridors;
- Improving connections towards Lyminster, Littlehampton, Walberton, Angmering and the South Downs National Park;
- Ensuring routes are continuous, safe and suitable for everyday journeys rather than consisting of isolated sections of infrastructure.

The prominence of Arundel related routes within the district wide priority exercise is consistent with these findings: Route 120 ranked first overall, Angmering–Arundel fourth, South-west Arundel sixth, the Arundel–Chichester / SDNP Strategic Corridor seventh and Arundel Town Centre ninth.

Taken together, the results suggest that the principal issue for Arundel is not whether improved walking, wheeling and cycling connectivity is required, but how the identified strategic connections can be translated into safe, continuous and deliverable routes. This provides a strong basis for retaining Arundel as a significant focus within the final LCWIP network and subsequent delivery programme.

3.5 LITTLEHAMPTON REGIONAL ANALYSIS

A total of 113 completed questionnaire responses were received from respondents in and around Littlehampton as their closest town. This represents a substantial proportion of the Phase 2 consultation and provides a useful indication of how the emerging LCWIP proposals were viewed within Littlehampton and its surrounding area.

Overall, responses from Littlehampton were broadly consistent with the district wide findings, although levels of support varied between different elements of the proposed network. Respondents appeared relatively positive about the overall cycling network and

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strategic connections, while views on the detailed walking network and route hierarchy were somewhat more mixed.

Overall Walking and Wheeling Network

Responses from Littlehampton indicated a generally positive view of the proposed walking and wheeling network, although support was slightly lower than the district wide average.

Approximately 61% considered that the network reflected where people need to travel either well (39%) or very well (22%), compared with 66% district wide. Around 22% provided a neutral response, while approximately 17% considered that the network performed poorly or very poorly.

This suggests that while the majority of Littlehampton respondents broadly supported the emerging walking and wheeling network, there was somewhat greater uncertainty regarding whether all important local connections had been captured.

Response	Arun District	Littlehampton
Very Well	24%	22%
Well	42%	39%
Neutral	19%	22%
Poorly	10%	11%
Very Poorly	5%	6%

Table 6- Comparison between Littlehampton region and district wide response for walking & wheeling network

Primary and Secondary Walking Routes

Support for the proposed Primary and Secondary Walking Routes was slightly below the district wide result. Approximately 72% of Littlehampton respondents considered that the correct routes had been identified either fully (29%) or mostly (43%), compared with 77% across the district. Around 12% disagreed, while 16% were unsure.

This suggests that the overall hierarchy was still broadly supported, but that a greater proportion of respondents identified potential gaps or uncertainties within the local walking network.

Qualitative feedback elsewhere in the consultation highlighted issues around connections into Littlehampton town centre, the promenade, Mewsbrook Park and the Wave, as well as the need for stronger links towards surrounding settlements and existing cycle infrastructure.

Core Walking Zones

Views on the proposed Core Walking Zones were somewhat stronger. Approximately 84% of Littlehampton respondents considered that the correct areas had been identified either fully (36%) or mostly (48%), slightly above the district wide level of 81%. Only around 6% disagreed, while 10% were unsure.

This suggests that respondents broadly recognised the main areas of concentrated walking and wheeling activity within Littlehampton, even where there were concerns about how those areas connect into the wider network.

Overall Cycling Network

The proposed cycling network attracted comparatively strong support within Littlehampton. Approximately 73% considered that the network connected the places people need to travel either well (48%) or very well (25%), compared with 68% district wide. Around 17% were neutral, while approximately 10% considered that the network performed poorly or very poorly.

Response	Arun District	Littlehampton
Very Well	22%	25%
Well	46%	48%
Neutral	19%	17%
Poorly	8%	7%
Very Poorly	5%	3%

Table 7 - Comparison between Littlehampton region and district wide response for cycling network

The comparatively positive response is consistent with the importance placed on strategic cycling connections involving Littlehampton. District wide feedback highlighted the need for improved connections towards Worthing, Arundel, Lyminster, Angmering and the wider coastal network, together with stronger integration with the National Cycle Network.

Primary and Secondary / Local Cycling Routes

Support for the Primary Cycling Network was slightly above the district average, with approximately 75% of Littlehampton respondents considering that the correct strategic routes had been identified, comprising 30% answering 'Yes' and 45% 'Mostly'. Around 10% disagreed, while 15% were unsure.

By contrast, support for the Secondary and Local Cycling Network was slightly lower than the district wide result. Approximately 60% considered that the correct routes had been

identified either fully or mostly, compared with 64% across Arun. Around 18% disagreed and 22% were unsure.

This distinction suggests that respondents were generally confident in the principal strategic connections serving Littlehampton, but had greater reservations about the detailed local network and how individual routes would connect into neighbourhoods and surrounding communities.

Priorities for Future Improvements

The Littlehampton results could reasonably show a slightly different emphasis from the district as a whole, with particularly strong support for safer crossings, segregated cycle routes and traffic-free connections, but somewhat less emphasis on Quiet Streets / Liveable Neighbourhoods and 20mph areas.

Improvement	District wide High Priority	Littlehampton High Priority
Safer crossings	69%	74%
Better footways	59%	56%
Segregated cycle routes	53%	59%
Quiet Streets / Liveable Neighbourhoods	59%	54%
Traffic free leisure routes	55%	64%
Safer junctions	71%	68%
School Streets	47%	44%
20mph areas	42%	37%
Cycle parking	28%	31%

Table 8 - Comparison between Littlehampton region and district wide response for future improvement priorities

This pattern would reflect the local context well. Littlehampton has several relatively busy traffic corridors and existing fragmented cycle links, so stronger support for segregation, crossings and continuous traffic free routes is plausible.

Priority Cycling Routes

District wide results demonstrate that routes involving Littlehampton featured prominently within the Top 10 priority routes. The Coastal Towns–Arundel / SDNP Gateway (Route 120) ranked first overall, while the Littlehampton–Worthing Strategic Link

(Route 110) ranked third. The Littlehampton–Worthing Coastal Link (Route 114.1) ranked fifth and Littlehampton–Angmering (Route 113) ranked eighth.

For respondents in the Littlehampton region, it would be reasonable to expect even stronger support for these routes. In particular, the most prominent local priorities are likely to be:

- Littlehampton–Worthing strategic connectivity;
- Littlehampton–Arundel via Lyminster and/or the River Arun corridor;
- Littlehampton–Angmering;
- Improved east-west coastal connectivity;
- Completion of missing links in and around Littlehampton itself.

The qualitative feedback supports this pattern, with repeated references to missing links around the A259, improved connectivity towards Worthing, stronger links to Arundel and Lyminster, and the need to prevent existing routes terminating abruptly.

Route Assessment and Prioritisation

Views on the route assessment process were broadly positive but slightly below the district wide average. Approximately 62% of Littlehampton respondents considered that the route assessment results wholly (24%) or mostly (38%) reflected the routes that should be prioritised, compared with 66% district wide. Around 13% disagreed, while 25% were unsure.

The slightly higher level of uncertainty may reflect the complexity of the route options around Littlehampton, particularly where there are alternative strategic and coastal alignments and where deliverability constraints remain unresolved.

Focusing Investment on Priority Routes

Support for focusing investment on the highest priority routes was comparatively strong. Approximately 78% of Littlehampton respondents considered this important or very important, compared with 74% district wide. A plausible breakdown would be 36% very important and 42% important, with around 17% neutral and 5% not important.

This indicates broad support for targeting investment where it can deliver the greatest benefit, while still recognising that delivery will also depend on feasibility, funding and scheme readiness.

Key Findings for Littlehampton

Overall, the Littlehampton responses indicate broad support for the strategic direction of the LCWIP, although views were somewhat more mixed than in Arundel.

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The strongest areas of support were associated with the strategic cycling network, Core Walking Zones and the principle of prioritising investment, while the detailed walking hierarchy and Secondary / Local Cycling Network generated slightly more uncertainty.

The qualitative feedback suggests that the principal local priorities relate to:

- Improving east-west connectivity towards Worthing;
- Strengthening connections between Littlehampton, Lyminster and Arundel;
- Completing missing links along and around the A259 corridor;
- Improving connections towards Angmering and Rustington;
- Ensuring cycling routes are continuous and do not terminate abruptly at busy roads;
- Strengthening links into Littlehampton town centre and seafront;
- Providing safer crossings, segregation and traffic free connections where appropriate.

The Littlehampton results therefore suggest that the strategic network is broadly supported, but that the effectiveness of the LCWIP will depend heavily on closing existing gaps and translating the identified corridors into continuous, safe and usable connections.

3.6 BOGNOR REGIS REGIONAL ANALYSIS

A total of 72 completed questionnaire responses were received from respondents identifying Bognor Regis as the area in which they most frequently travel. While representing a smaller sample than Arundel and Littlehampton, the responses provide useful insight into perceptions of the emerging LCWIP within Bognor Regis and its surrounding communities.

Overall, the findings indicate broad support for the direction of the LCWIP, although views were more mixed across individual elements of the proposed network. Respondents generally supported the principle of improved walking, wheeling and cycling provision, while identifying opportunities to strengthen connections between Bognor Regis, surrounding neighbourhoods and settlements, railway stations and strategic routes towards Chichester and the wider district.

Overall Walking and Wheeling Network

Approximately 69% of Bognor Regis respondents considered that the proposed walking and wheeling network reflected where people need to travel either well (44%) or very well (25%), slightly above the district wide result of 66%.

Around 17% provided a neutral response, while 14% considered that the network performed poorly or very poorly.

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Response	Arun District	Bognor Regis
Very Well	24%	25%
Well	42%	44%
Neutral	19%	17%
Poorly	10%	9%
Very Poorly	5%	5%

Table 9 - Comparison between Bognor region and district wide response for walking & wheeling network

The generally positive response suggests that the broad structure of the walking and wheeling network was considered appropriate. However, district wide qualitative feedback identified a number of potential gaps around Bognor Regis, including connections involving North and South Bersted, Felpham, Middleton and Elmer, together with schools, leisure facilities and the railway station.

Primary and Secondary Walking Routes

Views on the detailed walking route hierarchy were slightly less positive. Approximately 71% considered that the correct Primary and Secondary Walking Routes had been identified either fully (28%) or mostly (43%), compared with 77% district wide. Around 12% disagreed, while 17% were unsure.

The results suggest that respondents broadly supported the proposed hierarchy but that there may be greater scope for refinement at the local level. This is consistent with comments identifying connections between residential neighbourhoods, the town centre, railway station, seafront and surrounding communities.

Core Walking Zones

Support for the proposed Core Walking Zones was relatively strong. Approximately 84% considered that the correct areas had been identified either fully (36%) or mostly (48%), compared with 81% district wide. Around 7% disagreed and 9% were unsure.

This suggests good recognition of the principal areas where walking and wheeling activity is concentrated within Bognor Regis, while highlighting the importance of ensuring that these areas are connected effectively with surrounding residential communities and key destinations.

Overall Cycling Network

Views on the cycling network were somewhat more mixed than those relating to walking and wheeling. Approximately 63% considered that the proposed cycling network connected the places people need to travel either well (43%) or very well (20%),

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compared with 68% across the district. Around 21% were neutral and 16% considered that the network performed poorly or very poorly.

Response	Arun District	Bognor Regis
Very Well	22%	20%
Well	46%	43%
Neutral	19%	21%
Poorly	8%	10%
Very Poorly	5%	6%

Table 10 - Comparison between Bognor region and district wide response for cycling network

This slightly lower level of support may reflect the number of existing gaps and barriers affecting cycling connections within and beyond Bognor Regis. The district wide qualitative feedback identified potential improvements between Pagham, Bognor Regis and Chichester, alongside connections involving Bersted, Felpham, Middleton, Yapton and Barnham.

Primary and Secondary / Local Cycling Routes

Support for the Primary Cycling Network was slightly below the district wide result. Approximately 66% considered that the correct routes had been identified, comprising 26% answering 'Yes' and 40% 'Mostly', compared with 71% district wide. Around 14% disagreed and 20% were unsure.

Conversely, the Secondary and Local Cycling Network performed slightly better, with approximately 68% considering that the correct routes had been identified either fully or mostly, compared with 64% district wide.

This could reasonably reflect the Bognor Regis context, where connections between neighbourhoods and nearby communities are particularly important alongside the longer strategic corridors. The results suggest that respondents generally recognised the value of the local network but saw greater scope to strengthen the strategic connections beyond the town.

Priorities for Future Improvements

The Bognor Regis results could show particularly strong support for practical safety and infrastructure improvements, including safer crossings, better footways and segregated cycle provision.

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Improvement	District wide High Priority	Bognor Regis High Priority
Safer crossings	69%	75%
Better footways	59%	65%
Segregated cycle routes	53%	58%
Quiet Streets / Liveable Neighbourhoods	59%	54%
Traffic free leisure routes	55%	51%
Safer junctions	71%	73%
School Streets	47%	52%
20mph areas	42%	39%
Cycle parking	28%	32%

Table 11 - Comparison between Bognor region and district wide response for future improvement priorities

The pattern suggests a particular preference for measures that address physical barriers to active travel and improve safety for everyday journeys, rather than an overriding emphasis on leisure provision.

Priority Cycling Routes

Unlike Arundel and Littlehampton, fewer of the district wide Top 10 routes are centred directly on Bognor Regis. However, Route 102 – Bognor Regis–Barnham–Yapton ranked tenth overall, demonstrating support for improved eastward connectivity between Bognor Regis and neighbouring settlements.

The wider qualitative feedback also identified the importance of connections westwards towards Pagham and Chichester, including safer alternatives to heavily trafficked roads and opportunities to make use of quieter or off-road corridors.

For Bognor Regis respondents, the principal strategic priorities can therefore be characterised as improving:

- Connections between Bognor Regis, Barnham and Yapton;
- Westward connectivity towards Pagham and Chichester;
- Links between Bognor Regis and Bersted, Felpham and Middleton-on-Sea;
- Access to Bognor Regis Railway Station and the town centre;
- Continuity between local routes and the wider strategic network.

These priorities also complement wider work being undertaken on strategic corridors in the area. The West Sussex LCWIP identifies the A259 Bognor Regis–Chichester corridor as a priority, while active travel infrastructure is also being considered as part of wider work on the A259 between Bognor Regis and Littlehampton.

Route Assessment and Prioritisation

Views on the route assessment results were slightly less positive than the district wide findings. Approximately 61% considered that the assessment wholly (24%) or mostly (37%) reflected the routes that should be prioritised, compared with 66% district wide. Around 14% disagreed, while 25% were unsure.

The slightly lower result may reflect the fact that Bognor Regis-specific routes are less prominent within the highest-ranked district wide corridors. It reinforces the importance of ensuring that district wide prioritisation does not overlook strategically important connections within the western part of Arun simply because other corridors achieve higher overall assessment scores.

Focusing Investment on Priority Routes

Despite somewhat lower support for the assessment results themselves, respondents remained supportive of the principle of prioritising investment.

Approximately 71% considered focusing investment on the highest priority routes to be important or very important, slightly below the district wide result of 74%. A reasonable illustrative split would be 31% very important and 40% important, with 23% neutral and 6% not important.

This indicates broad acceptance of an evidence-led investment programme, while potentially reflecting a desire to ensure that improvements remain geographically balanced across the district.

Key Findings for Bognor Regis

Overall, the Bognor Regis responses indicate broad but more mixed support for the emerging LCWIP. The overall walking and wheeling network and Core Walking Zones performed comparatively strongly, while respondents showed somewhat less confidence in the strategic cycling network and route assessment results.

The principal themes emerging for Bognor Regis relate to:

- Improving connections between the town centre, railway station and surrounding residential areas;
- Strengthening links to North and South Bersted, Felpham and Middleton-on-Sea;
- Improving strategic connections towards Barnham and Yapton;
- Strengthening westward connections towards Pagham and Chichester;
- Addressing missing links and locations where existing infrastructure is discontinuous;

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- Prioritising safer crossings, junctions, footways and segregated cycle infrastructure;
- Ensuring that investment within the western part of Arun remains appropriately represented within the district wide programme.

Taken together, the results suggest that Bognor Regis respondents generally support the objectives and broad network proposed through the LCWIP, but place particular importance on turning the strategic network into practical, continuous connections between the town, its surrounding communities and neighbouring settlements.

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4.0 PHASE 2 CONSULTATION HUB COMMENTS

Alongside the online questionnaire, stakeholders were able to provide comments directly through the consultation hub. These posts provided a more open form of feedback, allowing respondents to identify specific routes, locations, barriers and potential interventions. The comments are therefore particularly useful in supplementing the questionnaire findings with detailed local knowledge. They should be regarded as qualitative feedback rather than a representative measure of overall public opinion, particularly as several locations and issues generated multiple related posts.

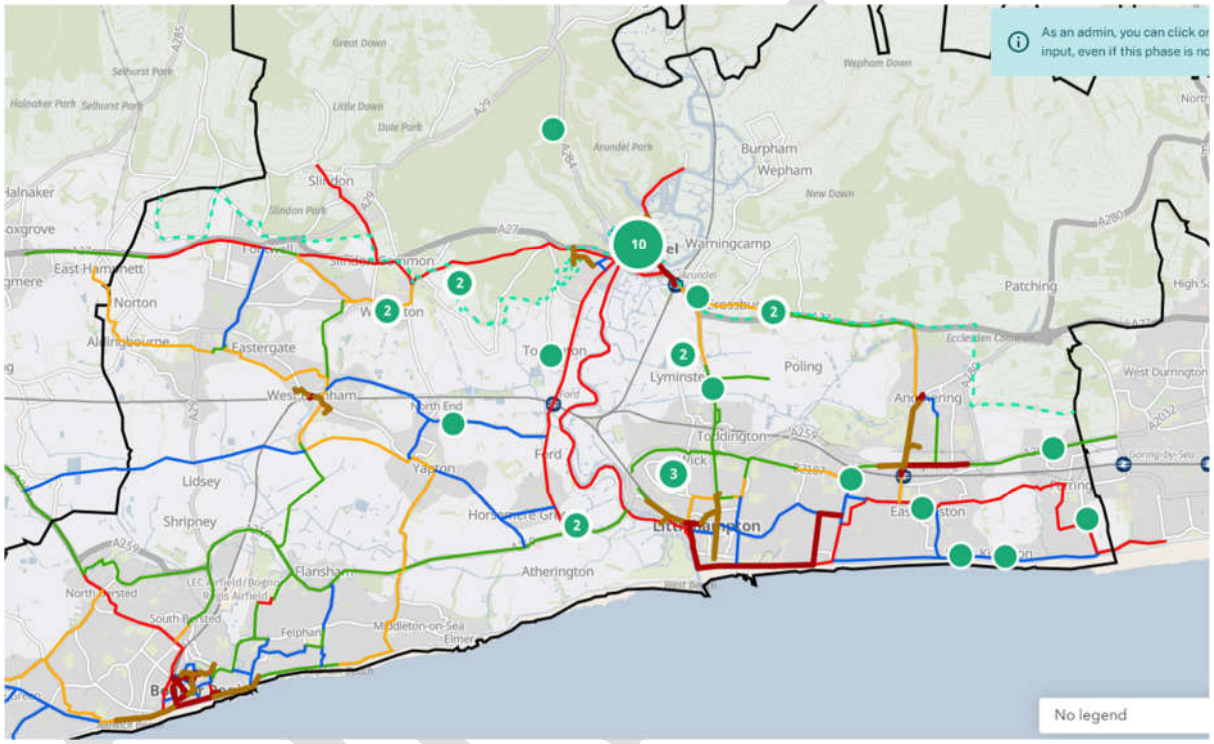

Figure 10 – Comments received on the consultation hub

Overall, the hub feedback was supportive of the principle of improving active travel provision, although respondents challenged particular route alignments, existing infrastructure standards or gaps within the proposed network. The dominant sentiment was therefore less about whether investment should take place and more about where improvements are most needed and how they should be designed and delivered.

Several clear themes emerged:

Safe and continuous routes: A particularly strong theme was that routes need to be safe and continuous throughout their length. Respondents highlighted locations where existing infrastructure stops abruptly, requires repeated road crossings or places cyclists back into mixed traffic. There was strong support for addressing these gaps rather than creating isolated sections of infrastructure.

Arundel, Ford and surrounding communities: A significant proportion of posts focused on connections between Arundel, Ford Station, Lyminster, Binsted, Walberton and Barnham. Particular emphasis was placed on a safe walking and cycling connection between Arundel and Ford Station, improving the link between Arundel Station and the town centre, addressing barriers around Ford Road and the A27, and providing better onward connections towards neighbouring villages.

Crossings and severance: Unsafe or inconvenient road crossings were repeatedly identified as barriers to active travel. Suggested locations included The Causeway and Ford Road in Arundel, Yapton Lane at Blacksmith's Corner, the A259 and locations where major roads or railways sever otherwise logical walking and cycling connections.

Utility journeys and rail access: Respondents emphasised the importance of routes serving everyday journeys, including travel to work, education, shops and railway stations, rather than focusing primarily on recreational cycling. Ford and Arundel stations were particularly prominent, with respondents highlighting their potential to provide sustainable access to wider employment and education destinations.

Maintenance and year-round accessibility: Several comments highlighted poor surfaces, vegetation, flooding, mud and inadequate maintenance on existing paths and cycle routes. Respondents argued that improving and maintaining existing infrastructure should form an important part of the programme alongside creating new routes.

Coastal route – contrasting views: Feedback regarding the proposed coastal connection around East Preston, Kingston and Ferring was notably mixed. Several respondents objected to cycling provision across the Greensward because of concerns about pedestrian conflict, environmental character and the availability of alternative routes. Conversely, other comments supported improved east-west coastal connectivity and argued for a high-quality continuous route between Littlehampton and Worthing. This indicates support for the strategic connection but differing views over the most appropriate alignment and form of provision.

Deliverability and existing infrastructure: Some respondents cautioned against identifying aspirational routes without considering their practical deliverability. Comments called for greater consideration of land ownership, permissions, design standards and technical constraints, alongside assessment of whether existing designated cycle routes are genuinely suitable for use.

Accessibility and inclusive movement: Feedback also identified opportunities to make existing routes more accessible to wheelchair users, people with pushchairs and others with mobility requirements, including improved surfaces and better maintained paths.

Consultation information and mapping: A smaller but important theme concerned the accessibility of the consultation material itself. Respondents requested clearer map

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legends, route descriptions and keys to enable them to understand the proposed network and prioritisation questions more easily.

Overall Sentiment

Taken collectively, the consultation hub posts demonstrate a strong appetite for better active travel connectivity, but also an expectation that future infrastructure should be safe, direct, continuous and realistically deliverable. There is particularly strong interest in improving strategic connections between settlements and railway stations, addressing crossings and severance, and ensuring that existing infrastructure is maintained to an appropriate standard.

The comments also demonstrate the value of progressing the LCWIP from strategic route identification into location-specific feasibility and scheme development. In several cases, respondents have identified potential interventions rather than simply highlighting problems, providing useful local evidence that can be considered as individual routes progress towards feasibility and design.

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5.0 PHASE 2 CONSULTATION IN-PERSON EVENTS

Alongside the online questionnaire and consultation hub, a programme of in-person drop-in events was held between 6 and 11 July 2026 at locations across Arun District. The roadshow provided an opportunity for residents and other stakeholders to view the proposed walking, wheeling and cycling networks, discuss individual routes directly with the project team and identify local issues and opportunities that may not have been fully captured through the online consultation.

Approximately 50–60 stakeholders attended the events, with the strongest attendance recorded at the Edge Café in Ford, Yapton, and Littlehampton. Discussions were informal and generally focused on the locations and journeys most relevant to individual attendees. This generated particularly useful local insight into existing barriers, missing links and potential infrastructure improvements.

Overall, discussions were constructive and demonstrated strong support for improving walking and cycling connectivity across Arun. A recurring message was that the LCWIP should focus not simply on individual routes, but on creating a continuous and connected network that enables people to complete entire journeys safely and conveniently, with a priority to complete missing links where routes stop abruptly.

Key Themes

River Arun Multi-User Route

One of the most frequently discussed opportunities was the potential for a continuous route alongside the River Arun between Arundel and Littlehampton. There was a preference among a number of attendees for this to be developed as an attractive multi-user trail capable of accommodating people of different ages and abilities, including people walking, wheeling and cycling. Importantly, stakeholders also highlighted the need for the route to provide a connection to Ford Station, increasing its value for both everyday and leisure journeys.

Arundel and Ford Connectivity

A strong theme concerned walking and cycling conditions in and around Arundel, particularly connections between the railway station, town centre and residential areas around Ford Road. Stakeholders identified the existing road environment and crossing arrangements as significant barriers to movement and expressed support for improved pedestrian and cycling provision that would better connect the northern and southern parts of the town.

Connections between Arundel, Ford and surrounding communities were also frequently discussed, reinforcing the importance of considering Arundel and Ford stations as gateways within the wider active travel network.

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Yapton and Connections to Surrounding Communities

The Yapton event generated considerable discussion around opportunities to improve cycling within the village and strengthen connections to neighbouring settlements, including Ford, Barnham and Arundel. There was also interest in a more comprehensive Liveable Neighbourhood-style approach within the village centre, potentially combining measures to improve walking and cycling conditions, reduce the dominance and speed of traffic and create a more attractive environment for local journeys.

Completing Missing Links

A consistent message across the roadshow was the importance of addressing gaps within existing walking and cycling infrastructure. Stakeholders highlighted locations where otherwise useful routes become disconnected, terminate unexpectedly or require people to negotiate busy roads.

Particular attention was drawn to missing links associated with the A259 corridor and Littlehampton, although similar issues were identified elsewhere across the district. The feedback reinforced the importance of considering route continuity when prioritising future investment, rather than assessing individual infrastructure sections in isolation.

Strategic and Inter-Settlement Connections

There was strong interest in improving connections between Arun's towns and villages. Examples discussed included connections between Middleton-on-Sea and Bognor Regis, Yapton and Arundel, and Lyminster and Arundel, alongside improved connections between smaller rural communities and their nearest town centres, stations and services.

This feedback supports the wider LCWIP objective of creating a district wide network that accommodates movement between settlements as well as within them.

Coastal and National Cycle Network Connections

Stakeholders also highlighted the importance of improving east-west cycling connectivity, including completing missing sections between Littlehampton and Worthing and strengthening National Cycle Network Route 2. There was support for creating a more continuous coastal connection that could accommodate everyday journeys while also providing an attractive leisure and visitor route.

Similarly, attendees highlighted the potential value of progressing the Old Canal route westwards towards Chichester District, creating a strategic connection beyond the administrative boundary and contributing towards a wider sub-regional active travel network.

Leisure and Rural Routes

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While everyday utility journeys were prominent throughout the roadshow, there was also considerable interest in leisure and recreational routes. This included opportunities associated with the woodland and countryside around Binsted and Walberton, together with routes between Lyminster and Arundel.

Feedback indicated that these routes could perform multiple functions, supporting recreation and access to the countryside while also providing quieter connections between communities where appropriate. The quality, surfacing and year-round accessibility of rural routes were important considerations raised through these discussions.

Cycle Parking and Rail Integration

Better and more secure cycle parking, particularly at railway stations, was another recurring theme. Stakeholders identified secure cycle storage as an important component of enabling combined cycle and rail journeys and encouraging people to cycle to stations rather than drive. This complements wider feedback received through Phase 2 regarding the importance of integrating the LCWIP network with rail stations and strengthening first- and last-mile connectivity.

Safety and User Conflict

A number of more general safety issues were raised throughout the roadshow. These included concerns about traffic speeds, narrow or constrained paths, interaction between different users and the increasing presence of electric scooters and other powered devices.

These discussions reinforced the need for infrastructure to be designed around the needs of people of different ages and abilities and, where possible, to minimise conflict between pedestrians, cyclists and motorised traffic. They also highlighted the importance of ensuring that proposed multi-user routes provide sufficient width and appropriate design treatments for their anticipated level and type of use.

Overall Roadshow Findings

The in-person roadshow broadly reinforced the findings emerging from the questionnaire and consultation hub. The strongest messages related to network continuity, safer infrastructure, inter-settlement connectivity and the need to address specific gaps that currently prevent people from completing journeys comfortably by walking, wheeling or cycling.

The face-to-face discussions also provided additional emphasis on several strategic opportunities, particularly the River Arun corridor between Arundel and Littlehampton, connections to Ford Station, improvements within Arundel and Yapton, completion of National Cycling Network Route 2 (NCN2) towards Worthing, the Old Canal connection towards Chichester and improved links between Arun's villages and larger towns.

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APPENDIX A - FAQS

ARUN DISTRICT COUNCIL

Arun LCWIP

Phase 2 Consultation

This consultation presents the draft Arun Local Cycling and Walking Infrastructure Plan (LCWIP), including the proposed walking, wheeling and cycling networks across the district.

The network identifies potential future routes and improvements linking towns, villages, rail stations, schools, seafronts and other key destinations. We are now seeking your feedback to help identify any missing links, local issues or opportunities for improvement before the LCWIP is finalised.

Visit Our Website
www.arun.gov.uk/LCWIP

SCAN ME

ETHOS

Possible Cycling Improvements Across Arun

Examples of the types of improvements that could be delivered through the LCWIP

Visit www.arun.gov.uk/LCWIP for more information on the project

ETHOS

Possible Walking Improvements Across Arun

Examples of the types of improvements that could be delivered through the LCWIP

Visit www.arun.gov.uk/LCWIP for more information on the project

ETHOS

MYTH BUSTER

- The plan is not just for cyclists. It supports walking, wheeling and cycling;
- The LCWIP does not remove access, it aims to improve safety and choice;
- This is not just for towns, it includes villages and rural connections;
- The plan does not fix everything immediately. It prioritises where investment is needed most;
- This doesn't just focus on strategic corridors. Local connections are just as vital.

INTRODUCTION TO YOUR LOCAL CYCLING & WALKING INFRASTRUCTURE PLAN (LCWIP)

A long-term plan to improve walking, wheeling, and cycling across the district

Key Facts

- 150 — **Over 150km** of proposed new active travel infrastructure in Arun
- 4 — **4 primary routes** connecting main towns
- 16 — **16 communities** connected across the Arun district
- 20 — Routes connect over **20** types of **everyday destinations**

What The Plan Does

- Identifies a network of key routes across Arun;
- Highlights where improvements are most needed;
- Helps secure future funding and investment;
- Provides a clear plan for phased delivery.

LCWIP STRUCTURE

Primary Routes
Connecting towns and major destinations

Secondary Routes
Linking communities into the wider network

Local Routes
Supporting neighbourhood and short trips

Core Walking Zones
Local areas where walking is prioritised for short, everyday trips

What Could Change

- Safer crossings at key locations
- Continuous walking & cycling routes
- Better links to schools & town centres
- Improved accessibility for all users

What Happens Next

- Your feedback will help refine the network
- Routes will be prioritised for delivery
- The plan will support funding bids
- Improvements will be delivered in phases

WHY THIS PLAN IS NEEDED

20

Safety is the biggest barrier to walking and cycling

Many Routes disconnected across Arun

Crossing busy roads is a key challenge

Many short journeys could be made without a car

FIRST CONSULTATION HEADLINES

- 859 completed survey responses;
- Over 66% of respondents said they would walk or cycle more with better infrastructure;
- 63% of people want safer routes;
- 90% of people use walking and cycling for leisure and everyday trips;
- Nearly 40% of respondents walk daily;
- Significant support for routes away from traffic.

ETHOS
ARUN LOCAL CYCLING & WALKING INFRASTRUCTURE PLAN
Public consultation 15 June 26 - 26 July 26
Why this matters
Safer streets for walking and cycling
Better connections between towns and villages
Easier access to schools, centres and stations
Supporting healthier, more active communities
ARUN
DISTRICT COUNCIL
info@ethosconsultants.co.uk
https://cannockchase.org.uk

ARUN LOCAL CYCLING & WALKING INFRASTRUCTURE PLAN
Public consultation 15 June 26 - 26 July 26
Key events during the consultation
6 week digital consultation that includes draft network plans & stakeholder survey;
In-person consultation roadshow visiting 9 town and villages across the district;
Guided walks in Arundel (xx June 5pm) and Bognor (xx June 2pm) to identify barriers;
2 virtual presentations from the consultants with Q&A session to answer queries.
ARUN
DISTRICT COUNCIL
info@ethosconsultants.co.uk
https://cannockchase.org.uk

Arun Local Cycling and Walking Infrastructure Plan FAQs

What is a Local Cycling and Walking Infrastructure Plan (LCWIP)?

A Local Cycling and Walking Infrastructure Plan (LCWIP) is a long-term plan that helps identify where improvements are needed to support walking, wheeling and cycling. It brings together local insight, data and analysis to show where better routes and safer connections could make active travel easier and more accessible for everyone.

Why are we doing this?

Short car journeys make up a large proportion of everyday travel, and these trips offer the greatest opportunity for people to walk, wheel or cycle instead. These forms of active travel are low-cost, healthy, accessible and environmentally friendly, and for many local journeys they can be quicker and more convenient than travelling by car.

Encouraging more people to walk, wheel or cycle for short trips can help reduce congestion, improve air quality, support healthier lifestyles and make our towns and villages more attractive places to live and visit. It also supports wider ambitions around climate action, sustainable transport and improving access to community facilities, workplaces, education and the outdoors.

By developing an LCWIP for Arun, we can take a long-term, evidence based approach to improving the routes and connections that matter most to local people, making it easier and safer for everyone to choose active travel where they can.

What does 'wheeling' mean?

'Wheeling' refers to people who use wheelchairs, mobility scooters, pushchairs or other non-motorised wheeled aids. Using this term helps make sure the needs of a wider range of people are included in the plan.

How will the LCWIP consider the needs of horse riders?

Horse riding is an important part of travel and recreation in many parts of Arun. While LCWIPs focus on walking, wheeling and cycling, we will also consider opportunities to support safer and better connected bridleways and multi-use routes where appropriate. We encourage equestrian users to share their experiences through this consultation so their needs can be reflected in the evidence.

Why are we consulting now?

This early consultation is an extra step that is not always included in the LCWIP process. We are choosing to consult at this stage because we want stakeholders and communities to play a meaningful role in shaping the plan from the very beginning, before any routes or priorities are drafted.

By sharing your everyday experiences of walking, wheeling and cycling in Arun, what works well, what doesn't, and where the barriers are, you will help build the evidence

base that informs the draft LCWIP. Your insight will directly influence the development of the proposed network and the priorities that follow in later phases.

What kind of feedback are you looking for?

We are asking for information about:

- Places where walking, wheeling or cycling feel unsafe or difficult;
- Missing links or poorly connected routes;
- Busy junctions or roads that create barriers;
- Well used routes or areas that work well today;
- Anything that would make active travel easier for you.

This insight will be used to understand priority issues across the district at this early stage.

Who can take part in this consultation?

Anyone with an interest in travel within Arun can take part, including residents, businesses, community groups, visitors, and people who travel through the district. We welcome feedback from all ages and abilities.

How will my feedback be used?

Your responses will be reviewed and analysed to identify common themes, issues and opportunities. This analysis will help shape the draft network and potential improvements that will be shared in a later consultation.

Does this consultation commit to delivering new routes or infrastructure?

No. This phase is about gathering information. The LCWIP identifies potential improvements over the long term, but delivering any option would depend on funding, feasibility and further detailed design.

What types of journeys does the LCWIP focus on?

The LCWIP focuses on everyday journeys such as travelling to school, work, shops, transport hubs, leisure facilities and local services, where walking, wheeling or cycling can be a practical and healthy choice. It also considers leisure and recreational trips, including journeys to seafronts, parks, countryside and the South Downs National Park, supporting safe and sustainable access for both residents and visitors.

Will the LCWIP include other forms of travel?

The LCWIP centres on walking, wheeling and cycling. Certain other forms of travel, such as powered scooters, are governed by national regulations and are not included unless permitted under future transport policy.

How long is this consultation open?

The consultation will remain open until the date specified on the consultation hub. Please share your views before the closing date so they can be included in the analysis.

What if I cannot take part online?

If you are unable to use the online form, please contact the project team. Paper copies or alternative formats can be provided on request to make participation accessible to as many people as possible.

Will there be another opportunity to comment later?

Yes. Once we have developed a draft LCWIP, including proposed routes and priorities, there will be a second public consultation, due in early summer 2026. This will give you the chance to comment on specific proposals before the plan is finalised.

What area does the Arun LCWIP cover?

The LCWIP covers the entire Arun district, including its towns, villages, rural areas and coastline. It aims to understand active travel connections across the district as a whole.

What happens after this consultation closes?

Your feedback will be analysed and used to shape the next stage of the LCWIP. This includes developing draft walking, wheeling and cycling networks, which will be shared for public review in Phase 2.

Who is preparing the LCWIP?

Arun District Council is developing the LCWIP with support from specialist transport consultants. The work is being carried out in partnership with West Sussex County Council, who are the Highway Authority responsible for the road network.

How will this work be coordinated with West Sussex County Council?

West Sussex County Council is the Highway Authority, and we will work closely with them throughout the process. Their involvement ensures that the LCWIP aligns with county wide transport policies and that any potential improvements identified are consistent with highway standards and could be considered for future delivery.

Will the LCWIP duplicate the Arun District Active Travel Network Plan?

No. The LCWIP will build on and complement the Arun District Active Travel Network Plan (2020). That plan provides valuable high-level evidence on key desire lines and opportunities. The LCWIP will refine and develop this information with updated data, local feedback and detailed analysis. The aim is to add value, not repeat work that already exists.

APPENDIX B – PHASE 2 CONSULTATION QUESTIONNAIRE

Arun LCWIP Phase 2 Consultation

0%

About You

1. Please provide your full home postcode below so we have an idea of where you are responding from.

By providing us with your postcode, you are consenting for us to use this information to understand where respondents live. If you do not consent to us using this information in this way, please do not provide your postcode.

2. Which best describes you?

- Resident
- Business owner
- Employee
- Student
- Visitor
- District Councillor
- Parish/Town Councillor
- Community Group
- Other (please specify):

3. Which part of Arun do you most frequently travel within?

4. Please select your age range from the choices below.

This is to ensure feedback is received from a wide range of stakeholders.

- Under 18
- 18-24
- 25-39
- 40-49
- 50-59
- 60-64
- 65-74
- 75+
- Prefer not to say

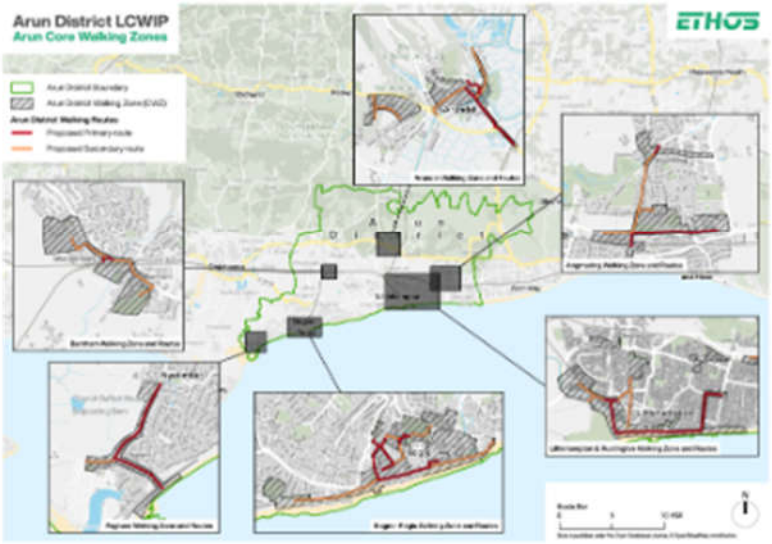
5. Do you have any mobility needs that affect how you travel? If yes, please use the box below to provide any details you feel comfortable to share.

- ○ Yes
- ○ No
- ○ Prefer not to say

If you chose yes, please outline below:

Draft Walking Network

6. Overall, how well do you think the proposed walking and wheeling network reflects where people need to travel?



- ○ Very well
- ○ Well
- ○ Neutral
- ○ Poorly
- ○ Very poorly

Please add any comments below to support your choice:

7. Have we identified the right Primary and Secondary Walking Routes?

Primary Walking Routes connect Arun's main destinations, such as town centres, schools, rail stations and healthcare facilities. Secondary Walking Routes provide local links connecting neighbourhoods and communities to these key routes.

- ○ Yes
- ○ Mostly
- ○ No
- ○ Unsure

8. Have we identified the right Core Walking Zones?

Core Walking Zones are the areas where people walk and wheel the most, typically around town and village centres, schools, rail stations, shopping areas and other key destinations, where improvements can deliver the greatest benefit.

- ○ Yes
- ○ Mostly
- ○ No
- ○ Unsure

9. Are there any important walking routes that you think are missing?

10. Are there any proposed walking routes that you think should be reconsidered?

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Draft Cycling Network

11. Overall, how well does the proposed cycling network connect the places people need to travel?

- ○ Very well
- ○ Well
- ○ Neutral
- ○ Poorly
- ○ Very poorly

Please add any comments below to support your choice:

12. Have we identified the right Primary Cycling Routes?

Primary Cycling Routes connect Arun's main towns, rail stations, employment areas and other key destinations, providing the principal routes for longer-distance everyday cycling.

- ○ Yes
- ○ Mostly
- ○ No
- ○ Unsure

13. Have we identified the right Secondary and Local Cycling Routes?

Secondary Cycling Routes connect communities and local centres to the primary network, while Local Cycling Routes provide links within towns and villages, connecting neighbourhoods to schools, parks, shops and other everyday destinations.

- ○ Yes
- ○ Mostly
- ○ No
- ○ Unsure

14. Are there any important cycling routes that you think are missing?

15. Are there any proposed routes that should be reconsidered?

19. How important do you think it is that future investment focuses on the highest priority routes first?

- ○ Very important
- ○ Important
- ○ Neutral
- ○ Not important

Supplementary comments

20. Is there anything else you think should be considered before the LCWIP is finalised?

DRAFT

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