

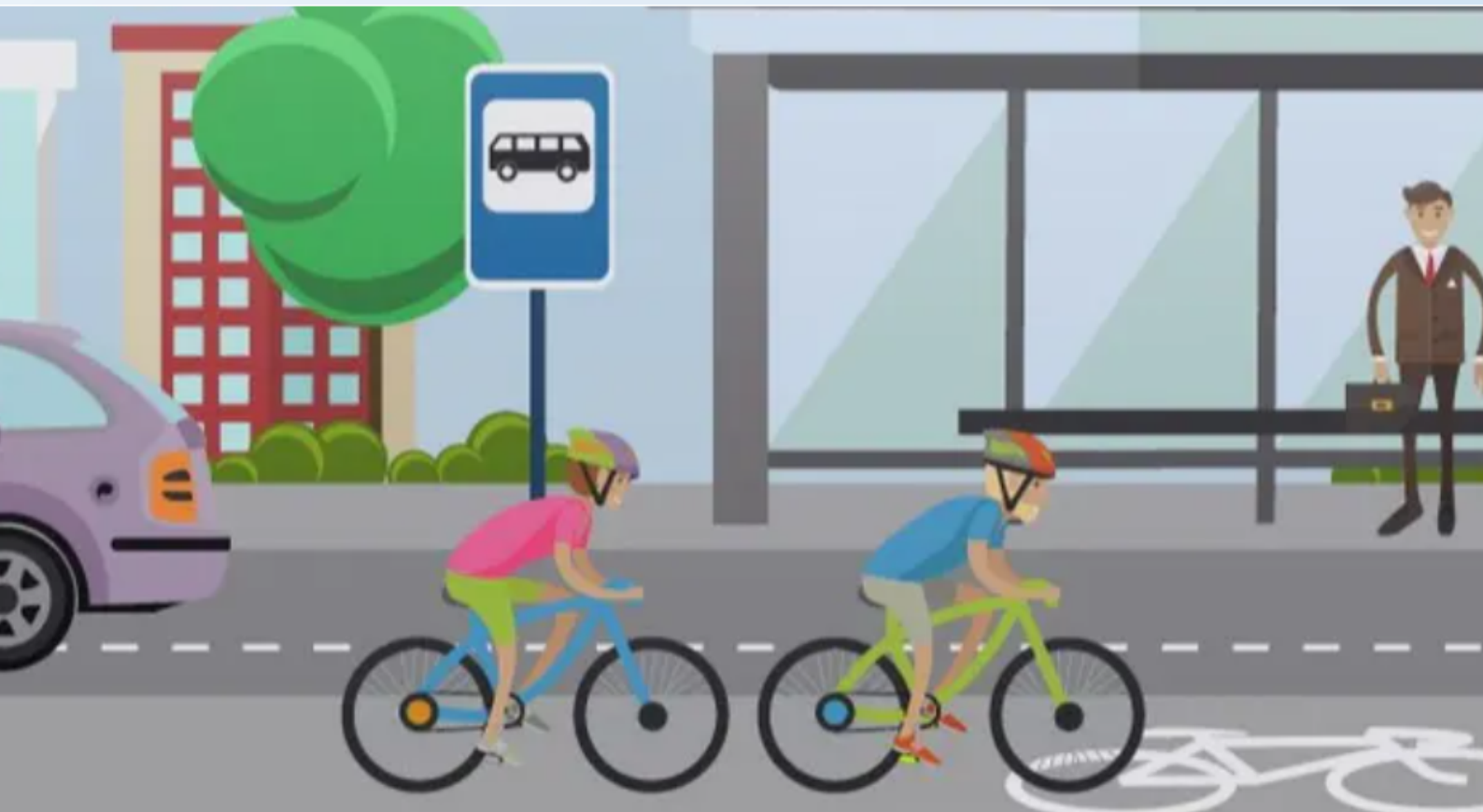


West Sussex County Council

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## **A24 Findon Valley**

### Consultation Report





West Sussex County Council

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## **A24 Findon Valley**

### **Consultation Report**

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## Executive Summary

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This consultation engagement period for West Sussex County Council's (WSCC's) proposals to improve walking and cycling facilities along the A24 near Findon ran from 19 July - 15 August 2021 and received a total of 685 responses including online questionnaires, emails and letters.

Of the 658 online survey respondents, 637 indicated they were West Sussex residents.

Overall, there is a deeply polarised split between supporting and opposing a cycle scheme along the **A24 between Findon Village and Findon Valley** with: -

- 50% of respondents strongly supported or supported a cycle scheme along the A24 but 41% of respondents either opposed or strongly opposed to this.
- Respondents from the Arundel & South Downs constituency were more supportive with 62% of respondents strongly supporting or supporting the scheme compared with 49% from respondents in the East Worthing & Shoreham constituency.

### Current travel habits

- 75% of respondents drive a private car at least three times a week.
- 56% of respondents walk at least three times a week.
- 41% of respondents never cycle.
- 2% of respondents made use of a wheelchair or mobility scooter at least once a week.

According to respondents' comments, the most important factor in deciding to use a form of active travel was *increasing physical and mental health by keeping active*.

### Impact of proposals on future active travel decisions

- A third of respondents, 32%, felt that the proposals would encourage them to walk or cycle more frequently as opposed to 56% who stated that they wouldn't be inclined to increase their walking or cycling as a result of the proposals.
- 25% of respondents wouldn't wheel any more frequently.
- Looking at the two relevant constituencies, we see that respondents from Arundel & South Downs indicate that 42% would cycle more frequently and 37% would walk more often as compared to respondents within the East Worthing & Shoreham constituency where 40% felt they would cycle more often and 31% would walk more frequently as a result of these proposals.

### Top 3 comment themes

A number of themes were identified from analysing all comments received. The most frequently mentioned were:

- Comments about money / funding / waste
- Generally supportive comments
- Separate space preferred for pedestrians and cyclists

# 1 INTRODUCTION

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## 1.1 Purpose of this document

- 1.1.1. This report documents the public consultation process regarding West Sussex County Council's (WSCC's) proposals to improve walking and cycling facilities along the A24 near Findon. The consultation took place between 19 July - 15 August 2021.
- 1.1.2. As well as presenting the feedback received during the consultation period, the report also sets out WSCC's responses to the key themes that have emerged.

## 1.2 Background to the consultation

- 1.2.1. In November 2020, WSCC was awarded £2.35m through the Department for Transport's (DfT's) Active Travel Fund to support the implementation of walking and cycling schemes in the county. Proposed improvements along the A24 formed part of the funding allocation.
- 1.2.2. As part of the funding announcement, DfT confirmed specific requirements for consultation on the programme of works, ensuring meaningful engagement with local communities to help shape design work and enable better-informed decision making. Public consultation on the proposals was designed to help meet these requirements and ensure that community views inform ongoing design development.

## 1.3 About the proposals

- 1.3.1. This proposed improvement to walking and cycling facilities along the A24 is included in the WSCC Cycling and Walking Strategy as a priority and also forms part of the West Sussex Local Cycling and Walking Infrastructure Plan (LCWIP). The proposed scheme aims to connect the South Downs National Park gateway of Findon Village with Findon Valley and its local businesses, whilst enabling onward connection to Worthing and its transport hubs, as well as the Sussex Coast via the existing cycle network. The scheme would link communities with important local amenities, as well as nationally significant tourist attractions and leisure facilities. It would be used by local residents and visitors from outside the area.
- 1.3.2. A range of improvements are proposed along the route and include:
  - A 1.8km-long shared use for walking and cycling which will be separated from the main carriageway along the A24;
  - Widening of footways to provide enough space for pedestrians and cyclists;
  - Junction improvements to give pedestrians and cyclists priority at certain locations;
  - Signed alternative 'quiet' routes.
- The facility would be constructed entirely within the existing highway land and is expected to be constructed in the middle of 2022.

## **1.4 Previous engagement**

- 1.4.1. An earlier engagement exercise was carried out in the spring of 2021 and generated 43 responses, showing that 88% of respondents supported the principle of a cycle scheme between Findon Valley and Findon Village. A total of 83% of respondents supported or strongly supported the proposal for a shared cycleway/footway, with 72% against the proposal to pursue a segregated cycle route. We are aware that other groups have engaged separately on proposals contained in this scheme but these efforts and their findings, are outside of our remit.

## 2 CONSULTATION APPROACH

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### 2.1 Overview

- 2.1.1. The public consultation, which ran from 19 July to 15 August 2021, sought views on a shared cycle/footway on the eastern side of the A24 between Findon Village and Findon Valley.
- 2.1.2. The consultation response regarding the shared cycle/footway will assist West Sussex County Council in determining the next steps for the project.

### 2.2 Consultation page

- 2.2.1. The consultation web page was hosted on West Sussex County Council's Engagement HQ platform and included information about the proposals, contact details to convey and or obtain additional information (see para. 2.4.4 & 2.4.5) as well as the plans for the proposals. The questionnaire could also be accessed from this page.
- 2.2.2. All consultation materials were developed in a style to help prospective respondents to understand the proposals and submit informed responses.
- 2.2.3. A screenshot of the consultation page can be seen in Appendix A.

### 2.3 Consultation promotion

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

#### **Posters and postcards**

- 2.3.2. Posters and postcards were developed and distributed to promote the consultation. All businesses along the route had a hard copy of the poster and postcard delivered through the door. Some businesses had extra copies for staff rooms and noticeboards. In total 1500 postcards were delivered to homes and businesses within the target area. In addition, the local schools (St Johns Primary, Village and The Vale Primary, Valley) sent a postcard home with every child.
- 2.3.3. Posters were displayed along the route and within the local area at crossing points, bus stops, junction and other locations where local residents and visitors could see them.
- 2.3.4. Copies of these can be seen in Appendix B.
- 2.3.5. Advance notice emails were sent to all local schools and colleges one month prior to the start of the consultation. These emails contained scheme information along with a request for response. Follow up emails were also sent with a link to the consultation web page once this was launched. A copy of this email (and attachment) can be seen in Appendix B.

- 2.3.6. Two political stakeholder meetings were held in early July 2021 to promote awareness and encourage engagement and direct responses via the consultation web page. These were attended by representatives from local councils including Angmering & Findon, Cissbury, Worthing & Adur (Offington Ward), Arun District, Findon Parish.

### **Social Media**

- 2.3.7. A Facebook and Instagram campaign took place during the consultation period, using WSCC's existing channels and a digital marketing company. A total of five key audiences were identified to target namely: Parents, Commuters, Cyclists and Environmentalists with all of these four groups either currently living or recently in the area; and the fifth and final audience targeting anyone who lived or was recently in the area. The budget was weighted to each audience based on their user's size ie. General (45%), Cyclists (17%) Environmentalists (17%), Parents (11%) and Commuters (11%) as this approach allows each segment the best possibility of reaching the largest proportion of the estimated audience size possible. The campaign was run for a total of 28 days. This generated a total of 347,775 impressions from 57,007 relevant users, meaning over the 28 days a user will have likely seen an ad, on average 6-7 times or once every 4-5 days . As regards engagement on the posts, a total of 96 shares, 42 saves, 249 reactions (160 positive and 89 negative), and 530 comments were generated.

Examples of the social media posts can be seen in Appendix B.

## **2.4 Obtaining feedback**

- 2.4.1. The main mechanism for obtaining feedback was via a questionnaire, which was available both online and as a hard copy.
- 2.4.2. The questionnaire contained five sections:
- Section 1 – About you
  - Section 2 – Travel habits and preferences
  - Section 3 – Attitudes to active travel
  - Section 4 – Proposals for A24 Findon Valley
  - Section 5 – More about you
- 2.4.3. A copy of the consultation questionnaire can be found in Appendix A.
- 2.4.4. Consultees were able to request a hard copy of the questionnaire by :
- emailing [activetravel@westsussex.gov.uk](mailto:activetravel@westsussex.gov.uk)
  - calling 01243642105
  - Next Generation Text (NGT) texting app on 18001 01243642105
- 2.4.5. Responses were also accepted via letter and email.

## 2.5 Response analysis methodology

- 2.5.1. The consultation exercise generated a significant amount of data, received mostly through the online questionnaire.
- 2.5.2. The online questionnaire was hosted on Engagement HQ. Online responses were processed directly through this portal. Microsoft Excel and GIS mapping software were both used to analyse the data, with the results of this analysis presented in the series of charts, tables and maps which follow in subsequent sections.
- 2.5.3. The questionnaire contained one open question inviting free-text responses. Such data is complex to analyse and interpret but can provide valuable additional insight into respondents' opinions.
- 2.5.4. The free-text responses captured within the questionnaire required further processing, or 'coding', whereby statements within comment boxes are translated into a series of numeric codes, to identify common themes and enable the categorisation of the comments. These codes were then analysed quantitatively to identify the most frequently recurring areas of comment.
- 2.5.5. A code frame is a list of the codes which represent the different themes and areas of comment raised by respondents. This is created by reviewing a large sample of the responses and identifying common themes and areas of comment, each of which is given a unique number. The code frame for this consultation underwent a series of reviews during the analysis to ensure that any new codes that emerged in the data were incorporated. The coding of responses was subject to a series of quality assurance checks to ensure consistency and accuracy throughout the process.

## 3 OVERVIEW OF RESPONDENTS

- 3.1.1. This section of the report confirms the total number of responses received during the consultation and sets out more information about the respondents, including analysis of the answers to Section 1 (About you) and Section 5 (More about you) within the questionnaire. Please note that percentages have been rounded to the nearest whole percentage number and, as such, totals may not equal exactly 100. Furthermore, percentages are based on the total number of respondents who answered that particular question (the base is shown as 'n' below each figure/table).

### Number of respondents

- 3.1.2. The consultation generated a total of 685 responses, with the breakdown being shown in Table 3-1.

**Table 3-1 – Breakdown of responses**

Response method	Number of responses
Online	658
Email	24
Letter	3

- 3.1.3. One organisation submitted both a questionnaire and a separate letter. To avoid inadvertent distortion of the results, these two responses have been considered jointly and the letter has not been included towards the total number of responses.
- 3.1.4. Direct responses received from political stakeholders ie Councillor for Angmering & Findon, Deborah Urquhart; MP for Arundel & South Downs, Andrew Griffiths; and Councillor for Cissbury, Elizabeth Sparkes are included with those above and have therefore been considered alongside all other responses. Example comments from the stakeholders include: -

Councillor Urquhart: 'Findon Village is also a gateway into the National Park, so such a scheme will boost tourism and access to the Park.'

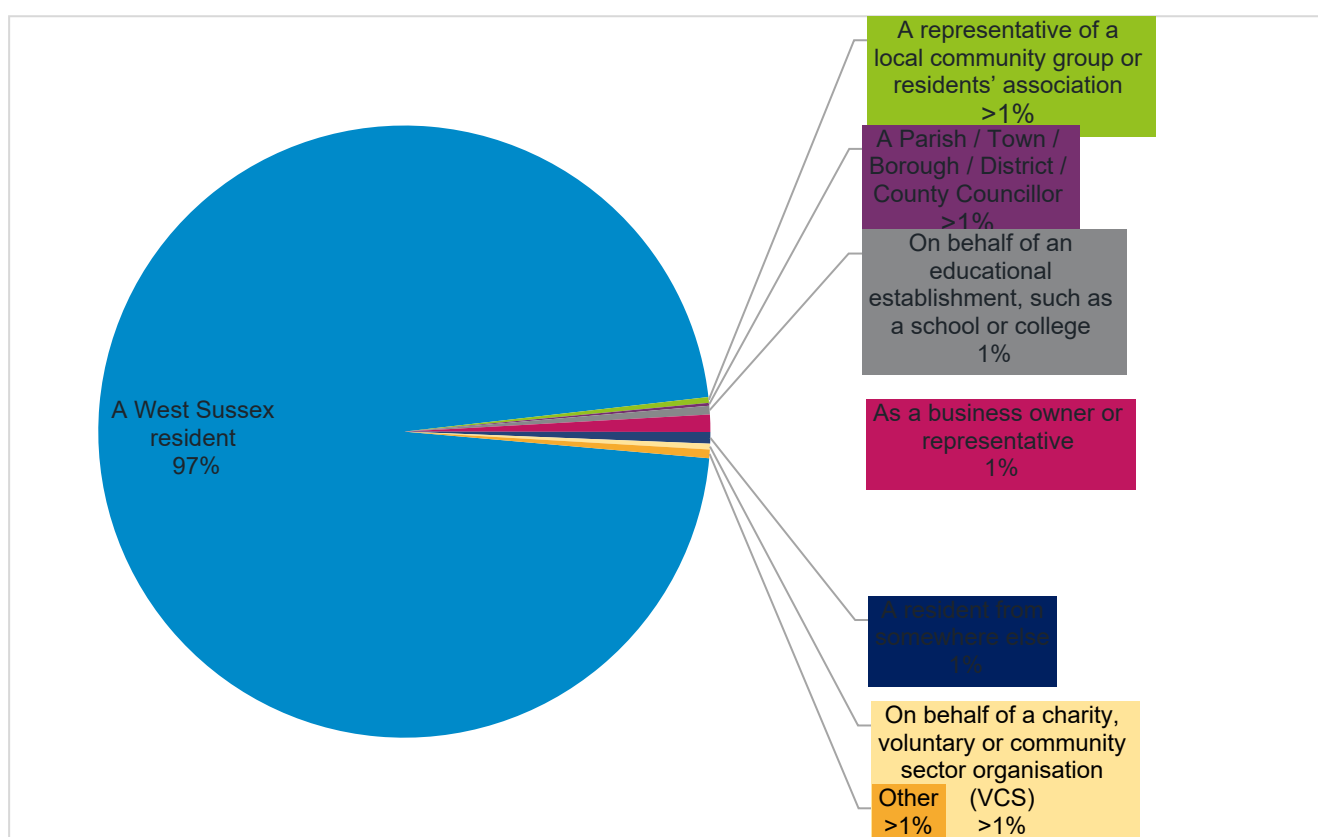
Andrew Griffiths MP: 'These schemes support healthier lifestyles and provide safe links which would otherwise be travelled by car or at greater risk to users.'

Councillor Sparkes: 'I'm afraid I am very disappointed with this proposal and feel that it is wholly inappropriate for my residents, many of whom are vulnerable and elderly.'

## About respondents

- 3.1.5. The first question within Section 1 (About you) asked respondents to select from the capacity in which they were responding to the consultation. All respondents (provided an answer to this question and the full details can be seen in Figure 3-1.
- 3.1.6. The majority of respondents, 97% (637 respondents), indicated that they were responding as West Sussex residents and 1% (4 respondents) indicated that they were responding as residents from elsewhere.

**Figure 3-1 - Type of respondent**



Base: all who provided a response (n:658)

- 3.1.7. A total of 2% of respondents (14 respondents) indicated that they were responding on behalf of an organisation (business, community group, residents' association, council, or any other organisation). An option to provide the name of the organisation was facilitated through the questionnaire and 6% of respondents (39 respondents) provided an answer. It was observed that some responses were not relevant, as these did not indicate the name of an organisation but included comments about the proposals or words which were non-applicable.

Table 3-2 presents the organisation names provided.

**Table 3-2 – Organisation Names**

Organisation name
Arun District Bridleways Group
Bohunt School Worthing
British Horse Society
Findon Place Estate
Findon Residents' Association
Findon Software
Hospice UK
KG Pharma Consulting Ltd
Guide Dogs & Sight Support Worthing
St John the Baptist Primary School
Sussex Sparky electrical contractors
Thomas Becket Junior School
Worthing Borough Ward Councillor and West Sussex Division County Councillor
Worthing Cycle Forum

- 3.1.8. Respondents indicating they were responding as 'Other', specified that answers were provided from the perspective of horse riders, with two local horse riders and one from outside the area.
- 3.1.9. To enable geographic analysis of the responses, respondents were asked to provide their postcode in Question 2. The location of questionnaire respondents mapped by postcode can be seen in Figure 3-2.
- 3.1.10. All respondents provided an answer to this question. However, of the 658 postcodes provided, 2% (15 postcodes) could not be mapped due to the data being incomplete or incorrect.
- 3.1.11. The first question within Section 5 (More about you), question 8, asked respondents to provide the age group they belonged to. All respondents answered this question and the

highest proportion of respondents were between the ages of 35 – 49 with the lowest proportion being 85 and over. Full details can be seen in Figure 3-3.

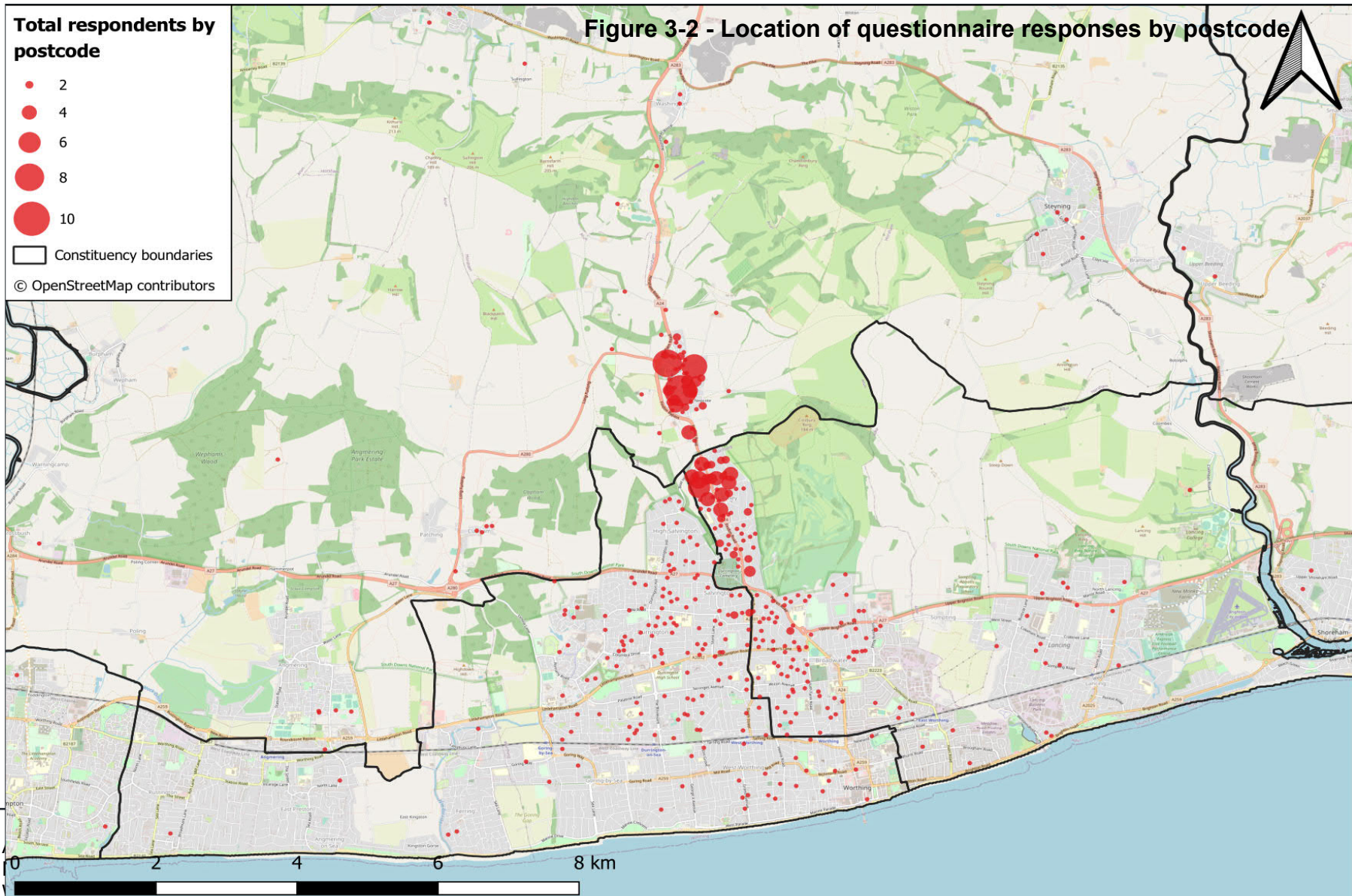
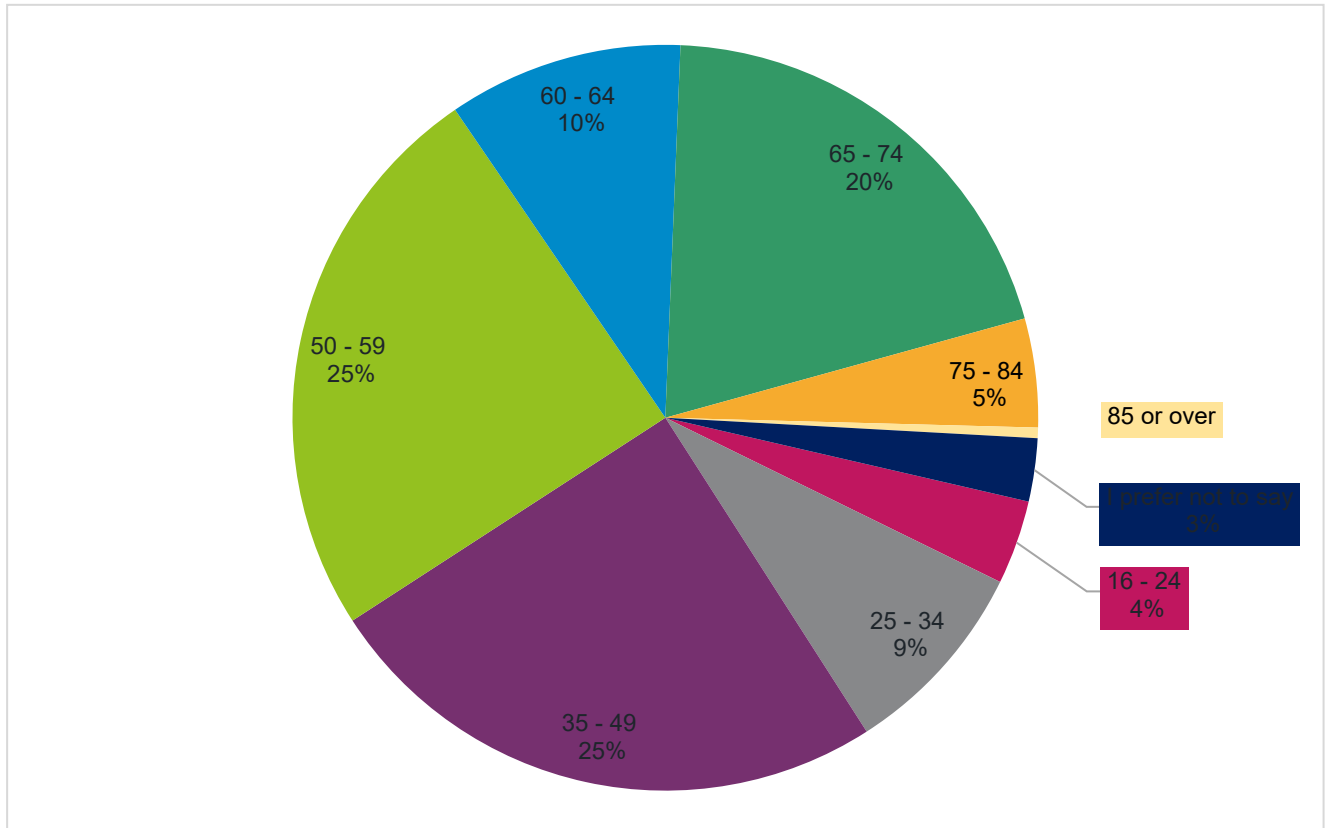


Figure 3-3 - Age range

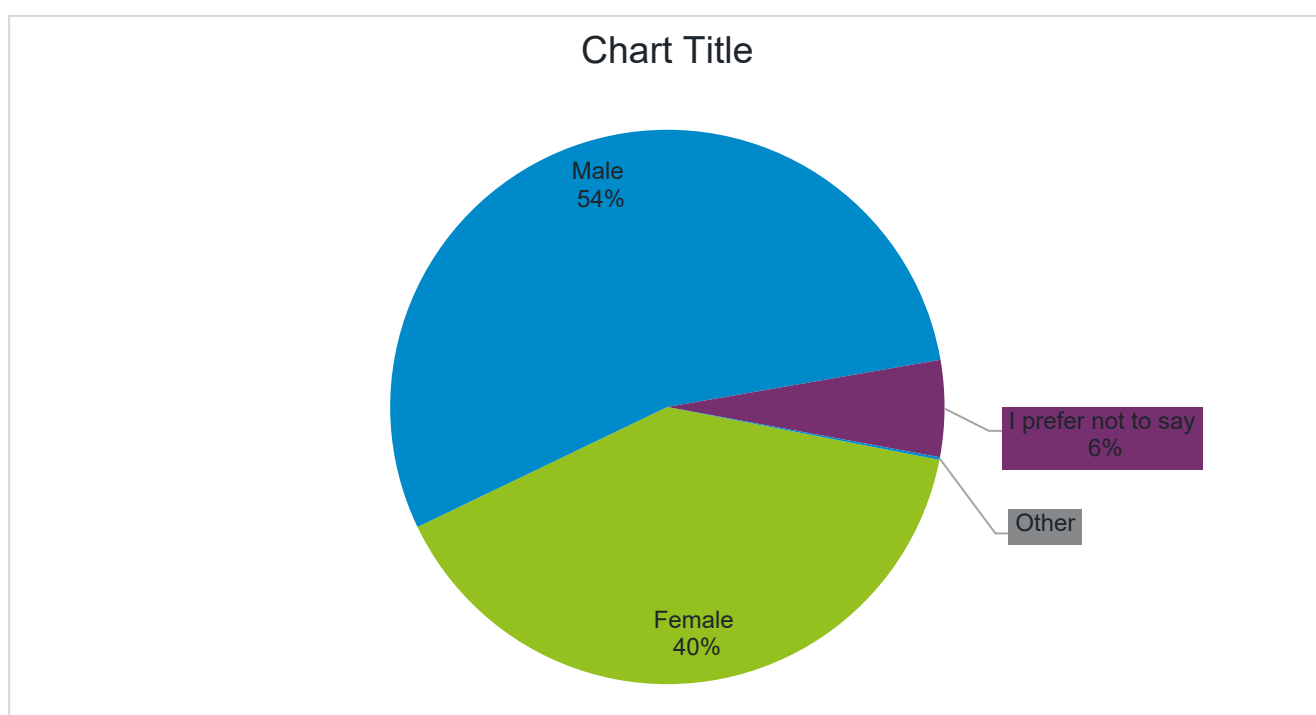


Base: all who provided a response (n:658)

3.1.12. The following question, question 9 asked respondents to provide their gender. Again, all respondents provided an answer to this question and full details can be seen in

Figure 3-4.

**Figure 3-4 – Gender of respondents**

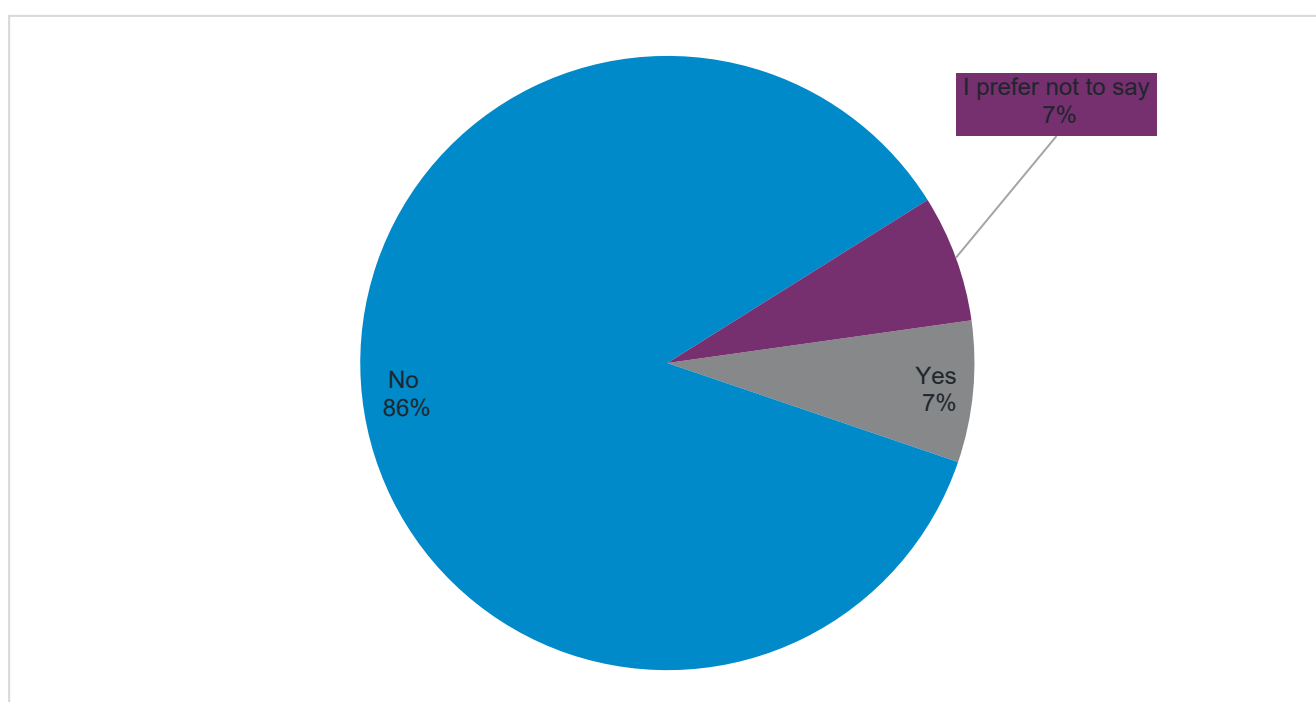


Base: all who provided a response (*n*:658)

- 3.1.13. Question 10 sought to understand the ethnic group that respondents belonged to. All respondents provided an answer to this question, with 84% (550 respondents) selecting White English as their ethnic background. A further 7% (43 respondents) belonged to varied ethnic groups and 9% (58 respondents) preferred not to say. There was also an option to provide further details for those whose ethnic group was not provided for within the questionnaire, however only 2 respondents provided details here, and these were identified as not relevant to this question.
- 3.1.14. Question 11 asked respondents to advise if they considered themselves to be disabled as set out in the Equality Act 2010. All respondents provided an answer to this question, with 86% (565 respondents) advising that they considered themselves to not be disabled, 7% of

respondents (49 respondents) advising that they considered themselves to be disabled and 7% of respondents (44 respondents) preferring not to say.

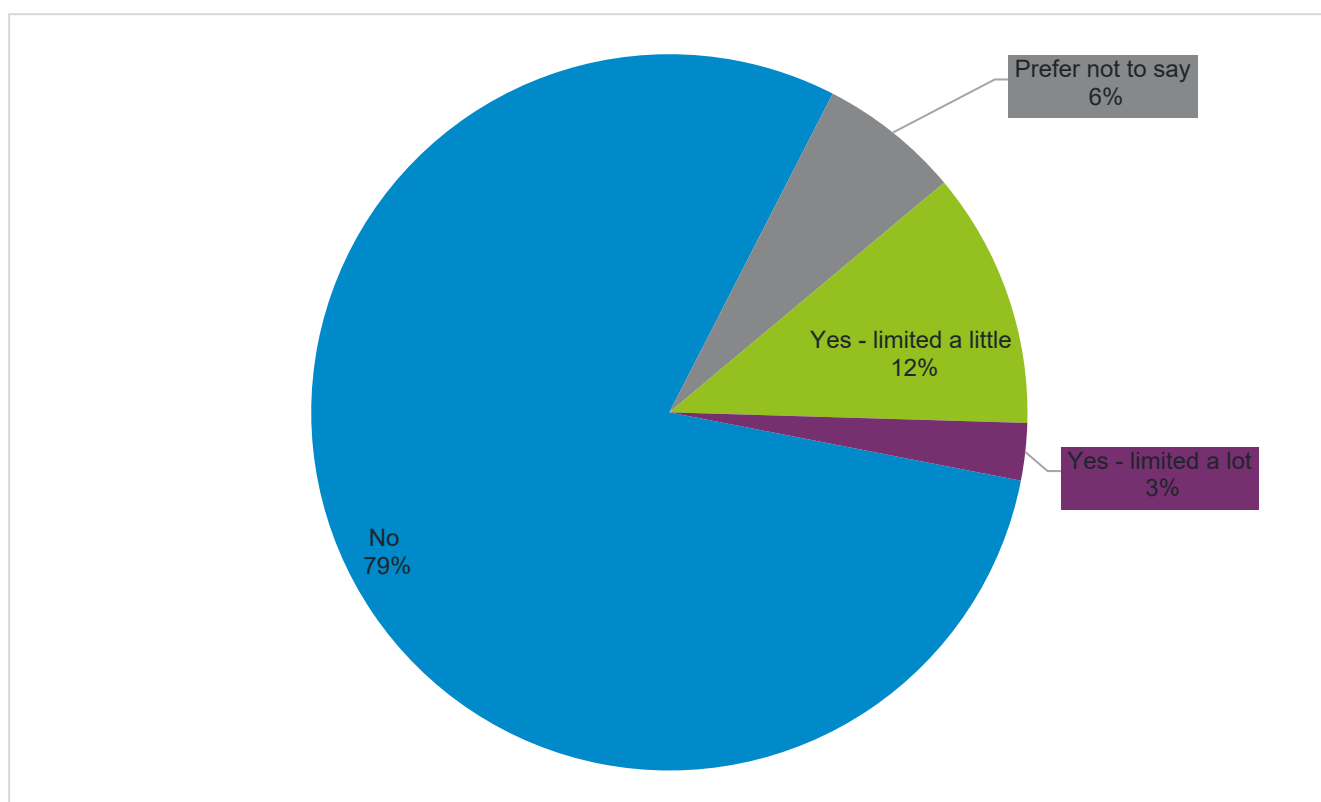
**Figure 3-5 – Disability as set out in the Equality Act 2010**



Base: all who provided a response (n:658)

- 3.1.15. The last question within Section 5 (More about you) sought to understand if the day-to-day activities of the respondents were limited because of a health problem or a disability which has lasted, or expected to last, at least 12 months. All respondents provided an answer to this question, with the majority, 79% of respondents (523 respondents) advising that their day-to-day activities were not limited because of a health problem or a disability. Furthermore, 12% of respondents (76 respondents) advised their day-to-day activities were limited a little, 3% of respondents (17 respondents) advised their day-to-day activities were limited a lot and 6% of respondents (42 respondents) preferring not to say.

**Figure 3-6 – Limitations of day-to-day activities due to a health problem or disability**



Base: all who provided a response (n:658)

## 4 OVERVIEW OF RESPONSES

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- 4.1.1. This section of the report focuses on the remaining sections of the questionnaire, including questions 3-7 and explores travel habits and preferences, attitudes to active travel and thoughts on the proposals for A24 Findon Valley.

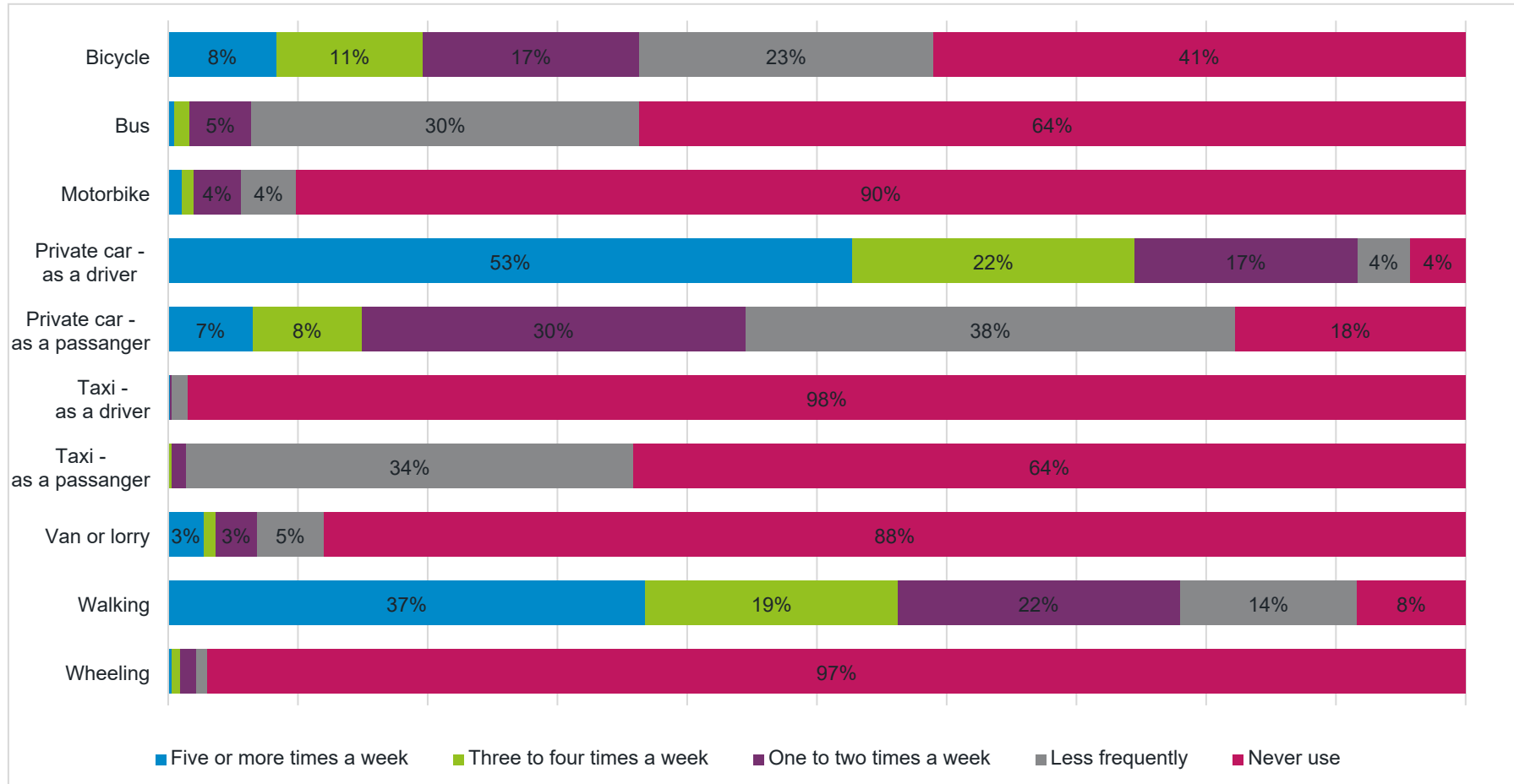
### **Travel habits and preferences**

- 4.1.2. Question 3 asked respondents to think about their normal travel habits (pre-coronavirus), and advise how often, on average, they would use each method of transport when travelling in the local area. All respondents provided an answer to this question and details can be seen in Figure 4-1.
- 4.1.3. Three quarters of respondents indicated that drive a private car at least three times a week. Of these, more than half the respondents (53%; 347) drive five or more times a week. Over half the respondents indicated that they walk regularly with 37% (242 respondents) walking five or more times a week and a further 19% (128 respondents) walking at least three times a week. Cycling proved to be less popular amongst the respondents, with 41% (270 respondents) indicating that they never cycle; 36% of respondents (239) cycling at least once a week and a further 17% (149 respondents) cycling less frequently than that.
- 4.1.4. 45% (298 respondents) advised they ride as passengers in a private car at least once a week with 7% (48 respondents) riding as a passenger as regularly as five or more times per week.
- 4.1.5. Only 1% of respondents (10) advised they drive a taxi (as a profession), 4% (20 respondents) indicated that they wheel (use of wheelchair or mobility scooter), 10% (65 respondents) use a motorbike, and a further 12% (79 respondents) drive a van or lorry.
- 4.1.6. A total of 67 comments were received through the 'Other' option, with 36% (24 comments) mentioning horse riding, 9% (6 comments) mentioning running and 7% (5 comments) mentioning scooter, electric scooter or cargo bicycle. Fourteen comments were not relevant to the question and 12% (8 comments) advised this was not applicable. Other mentions referred to train, walking dogs or driving a minibus.

### **Attitudes to active travel**

- 4.1.7. Question 4 asked respondents to share their views on the importance of certain factors in deciding whether to use an active form of travel. All respondents provided an answer to this question and details can be seen in Figure 4-2.

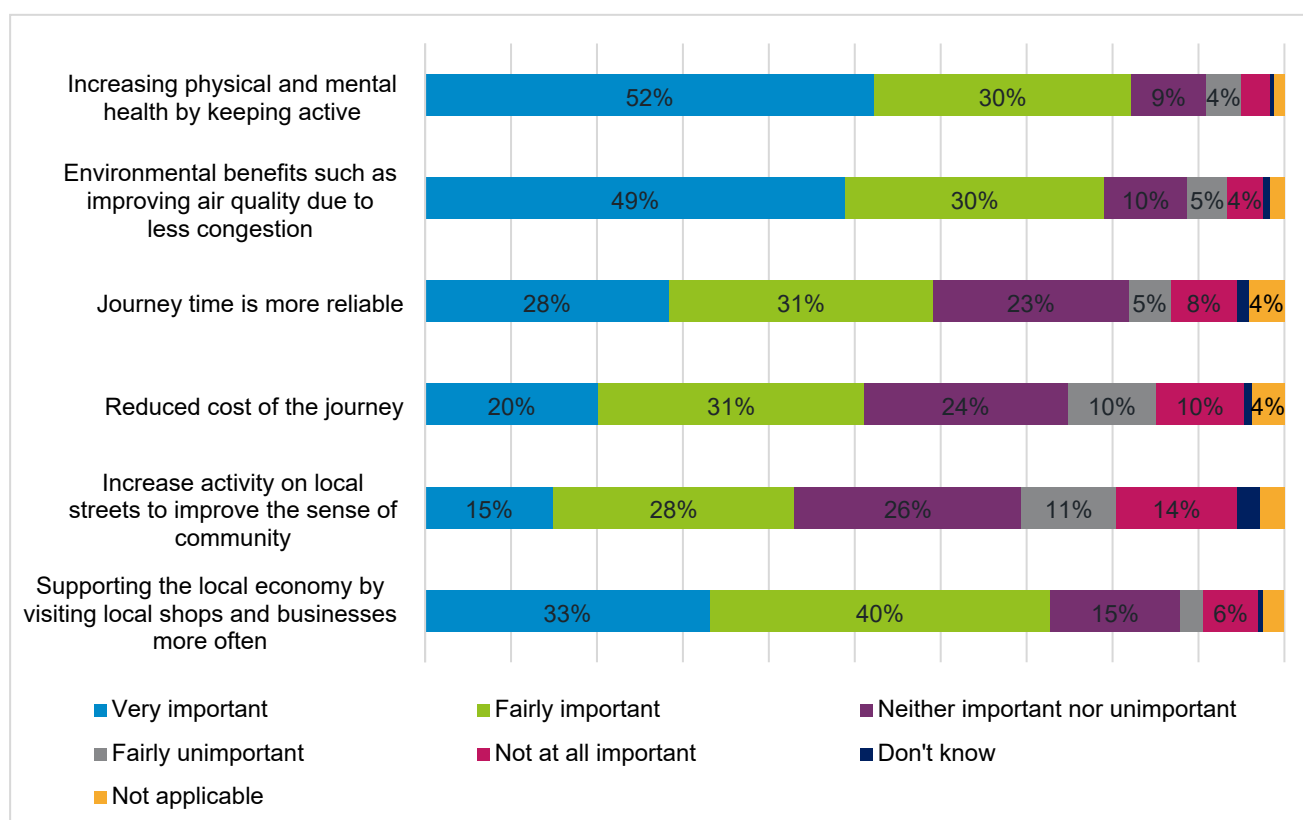
**Figure 4-1 - Travel habits and preferences**



Base: all who provided a response (n:658). Please note that percentages of 2% and below have not been labelled.

- 4.1.8. Respondents indicated that the most important factor in deciding whether to use an active form of travel was increasing physical and mental health by keeping active, with 82% (541 respondents) viewing this as very important or fairly important (52%, 344 respondents very important; 30%, 197 respondents fairly important). This was followed by environmental benefits such as improving air quality due to less congestion, with 79% (520 respondents) viewing this as very important or fairly important (49%, 322 respondents very important; 30%, 198 respondents fairly important).
- 4.1.9. According to the respondents, the least important factor in deciding whether to use an active form of travel was increasing activity on local streets to improve the sense of community, with fewer than half of the respondents (43%, 283 respondents) viewing this as very important or fairly important (15%, 98 respondents very important; 28%, 185 respondents fairly important).

**Figure 4-2 - Attitudes to active travel**

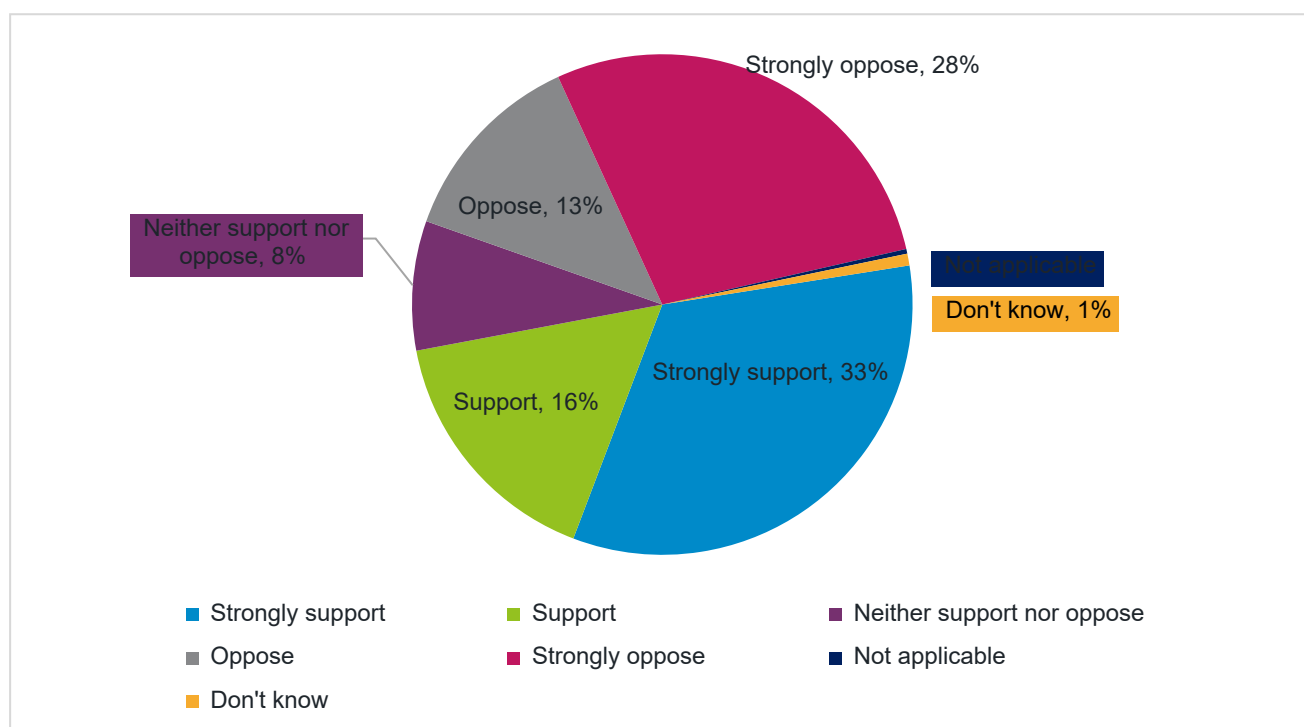


Base: all who provided a response (*n*:658). Please note that percentages of 3% and below have not been labelled.

## Proposals for A24 Findon Valley

- 4.1.10. Question 5 sought to understand the extent of support for a cycle scheme along the A24 between Findon Village and Findon Valley. All respondents (100%; 658 respondents) provided an answer to this question and details can be seen in Figure 4-3.

**Figure 4-3 - Extent of support for a cycle scheme along the A24**

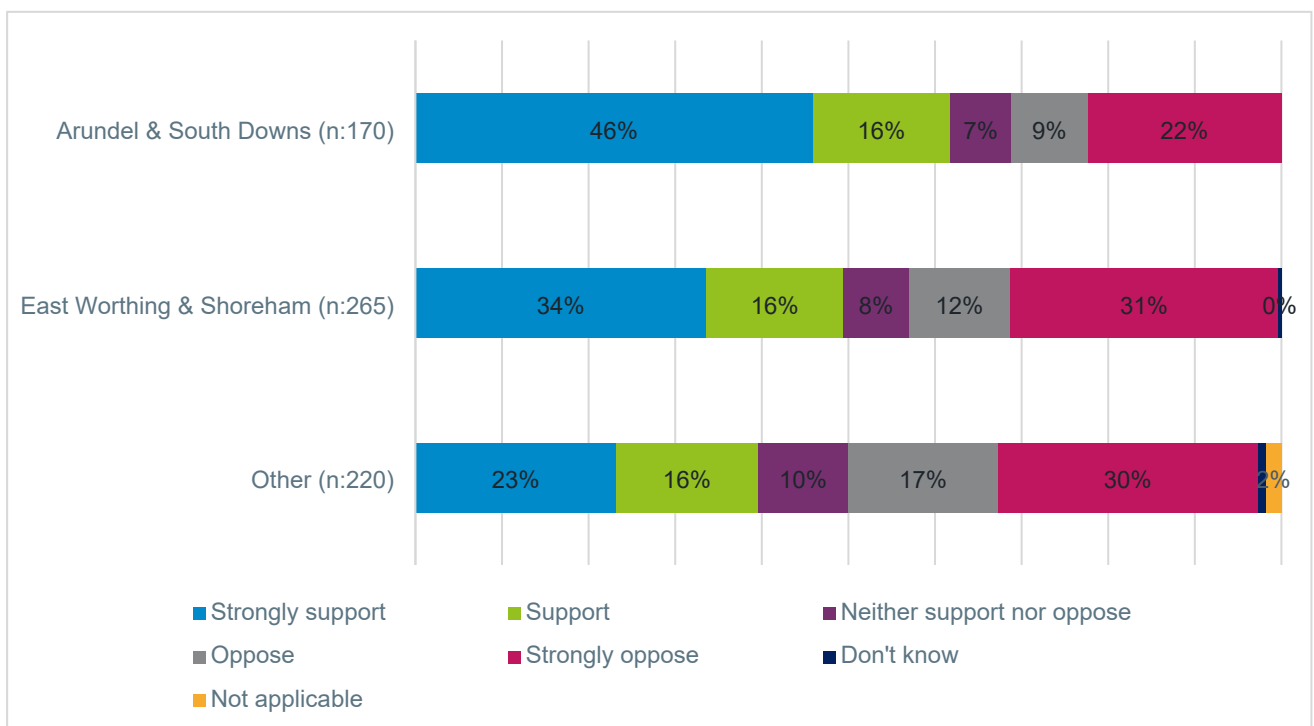


Base: all who provided a response (*n*:658)

- 4.1.11. Half of the respondents, 50% (326 respondents) supported to some extent a cycle scheme along the A24 between Findon Village and Findon Valley (33%, 219 respondents strongly supported; 16%, 107 respondents supported. Please note that percentages vary due to rounding). There was an apparent polarisation of views, however, with 41% of respondents opposed to some extent a cycle scheme along the A24 (28%, 186 respondents strongly opposed; 13%, 84 respondents opposed). Fewer than 10% of respondents (62 respondents), neither supported nor opposed the proposals, did not have a view on this or thought it was not applicable.
- 4.1.12. The extent of support for a cycle scheme along the A24 was also analysed and mapped based on the location of the respondents within the two local relevant constituencies, Arundel & South Downs and East Worthing & Shoreham. Full details can be seen in Figure 4-4 and Figure 4-5.
- 4.1.13. As shown in Figure 4-4, 170 responses were received from the Arundel & South Downs constituency and 265 responses from East Worthing & Shoreham constituency. From the

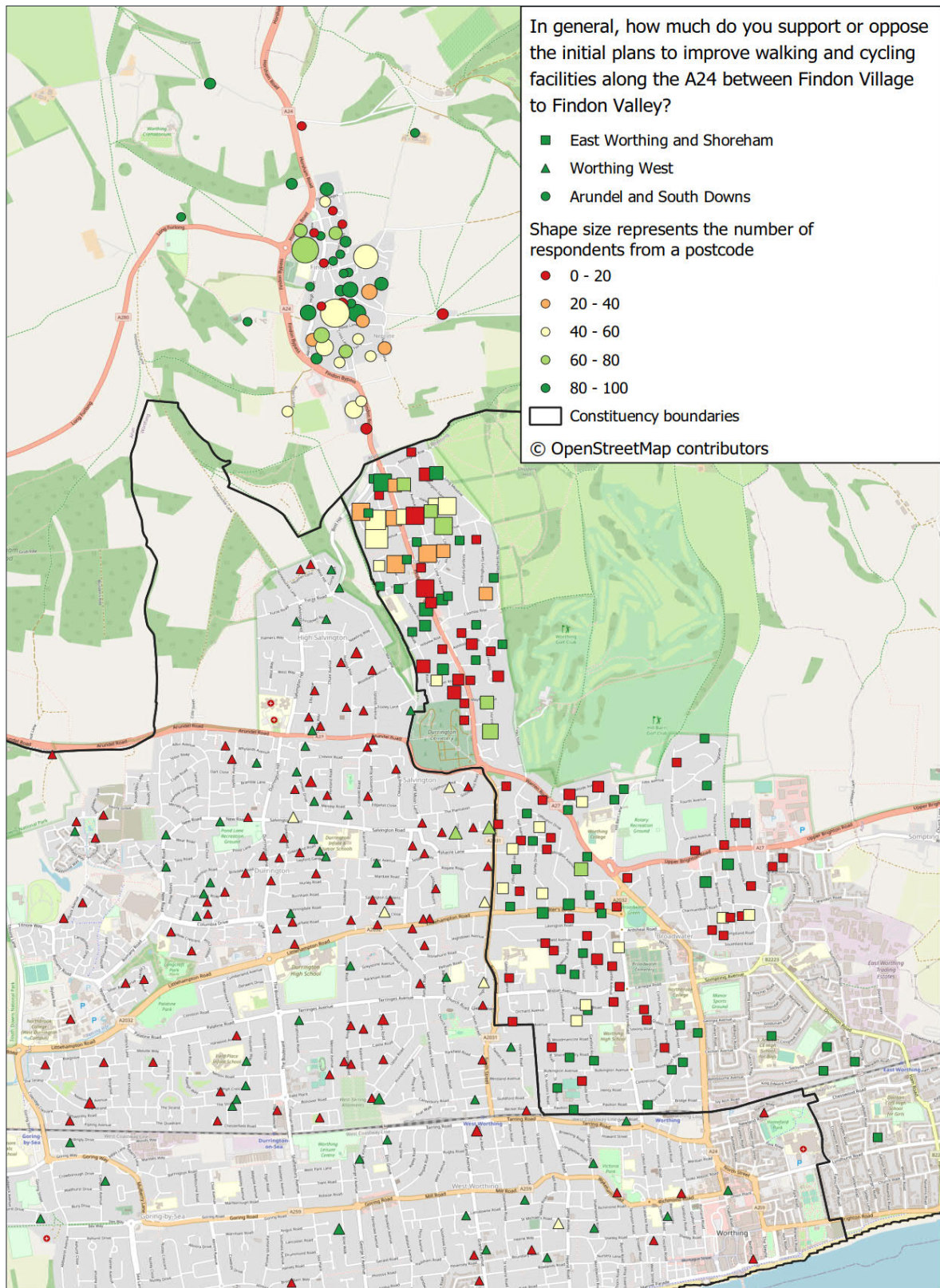
perspective of Arundel & South Downs residents, 62% of respondents (105) supported to some extent a cycle scheme along the A24 (46%, 78 respondents strongly supported; 16%, 27 respondents supported) and 31% of respondents (53) opposed to some extent (22%, 38 respondents strongly opposed; 9%, 15 respondents opposed). In contrast, from the perspective of East Worthing & Shoreham residents, 49% of respondents (131) supported to some extent a cycle scheme along the A24 (34%, 89 respondents strongly supported; 16%, 42 respondents supported) and 43% of respondents (113) opposed to some extent (31%, 82 respondents strongly opposed; 12%, 31 respondents opposed).

**Figure 4-4 - Extent of agreement with a cycle scheme along the A24 based on location**



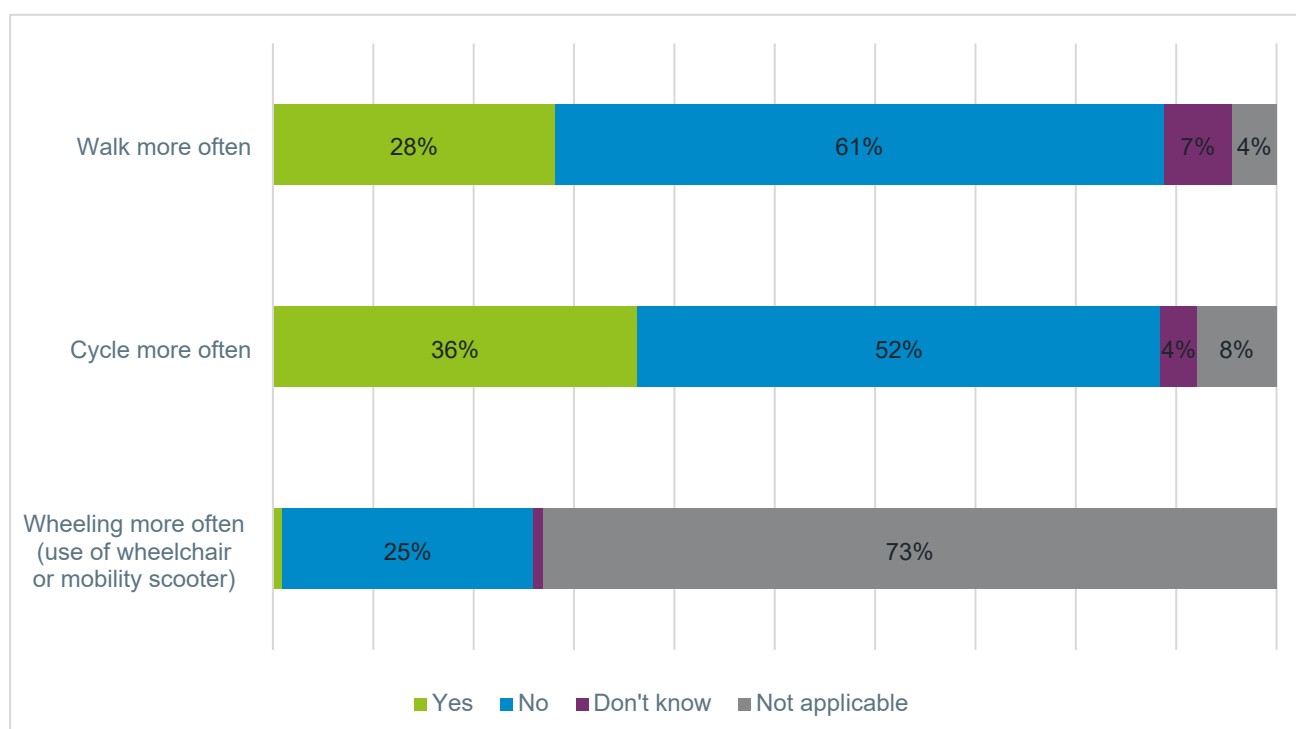
Base: all who provided a response (*n:as shown*). Please note that percentages of 3% and below have not been labelled.

**Figure 4-5 - Extent of agreement based on location**



- 4.1.14. Question 6 asked respondents if the proposals would encourage them to walk, cycle or wheel more often. All respondents provided an answer to this question and details can be seen in Figure 4-6.
- 4.1.15. Over 60% of the respondents advised that the proposals would not encourage them to walk more often (61%, 399 respondents) and more than half (52%, 343 respondents) also wouldn't be encouraged to cycle more often; The proposals would encourage 36% of respondents (239) to cycle more often and 28% (185 respondents) to walk more often. Regarding wheeling, 1% of respondents (6 respondents) advised they would be encouraged to do it more often.

**Figure 4-6 – Encouraging active travel**



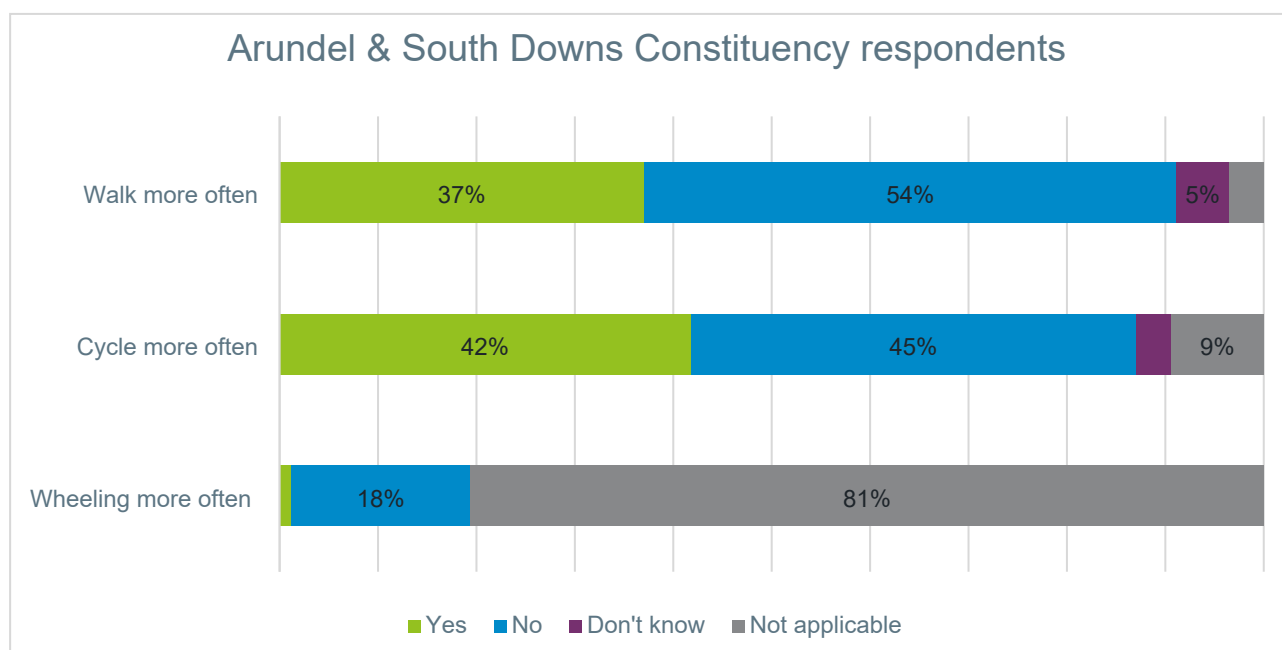
Base: all who provided a response (*n*:658). Please note that percentages of 3% and below have not been labelled.

- 4.1.16. Analysis based on the location of the respondents, particularly Arundel & South Downs and East Worthing & Shoreham was also carried out. Full details can be seen in Figure 4-7 and

Figure 4-8Figure 4-8.

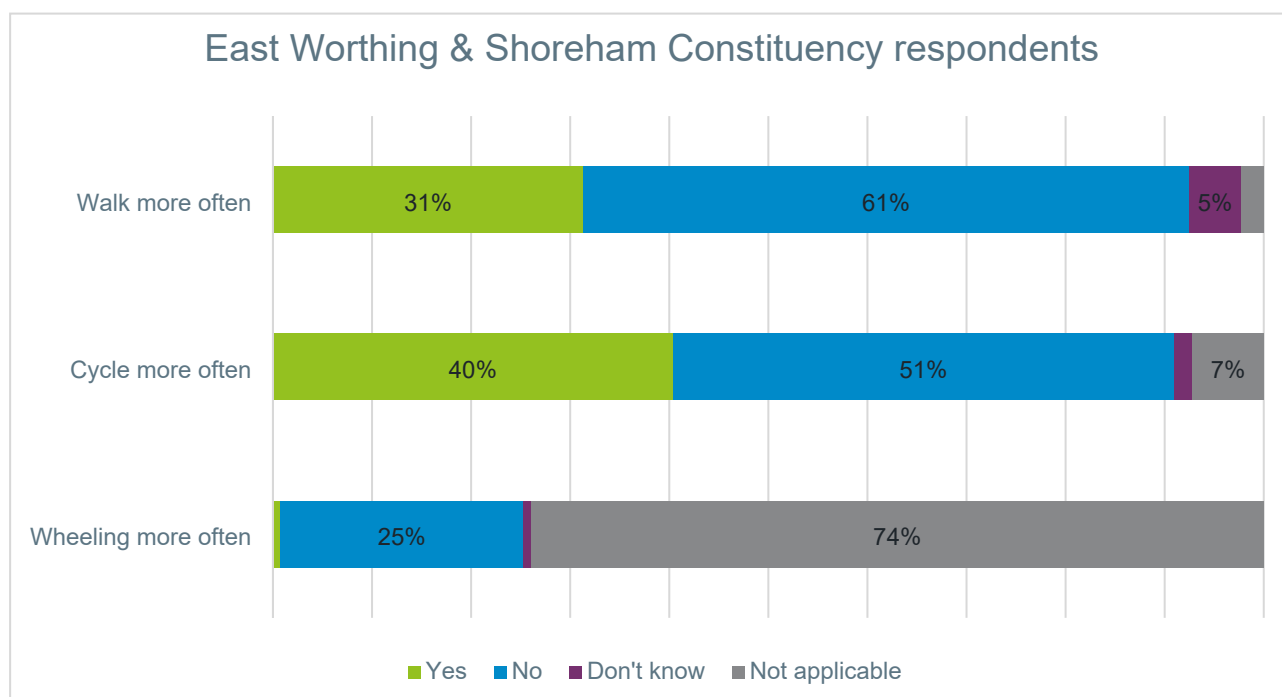
- 4.1.17. From the perspective of Arundel & South Downs residents, 42% (33 respondents) believed they would be encouraged to walk more often and 49% (39 respondents) believed they would be encouraged to cycle more often.
- 4.1.18. From the perspective of East Worthing & Shoreham residents, 32% (35 respondents) believed they would be encouraged to walk more often and 40% (44 respondents) believed they would be encouraged to cycle more often.

**Figure 4-7 - Encouraging active travel – Arundel & South Downs**



Base: all who provided a response (*n*:170). Please note that percentages of 3% and below have not been labelled.

**Figure 4-8 - Encouraging active travel – East Worthing & Shoreham**



Base: all who provided a response (*n*:265). Please note that percentages of 3% and below have not been labelled.

- 4.1.19. Question 7 asked respondents to provide any other comments regarding the proposals. Responses were coded into themes; a single response could therefore contain multiple themes. Emails and letters received, including individual responses from key stakeholders and organisations, were analysed in the same way, with the results consolidated along with the questionnaire responses received to this question. The identified themes derived from the comments are listed in Table 4-1.

**Table 4-1 – Themes identified**

<b>Theme</b>	<b>No. of coded comments</b>	<b>% of coded comments</b>
Opposition - Comments about money/funding/waste	74	9%
Support	60	8%
Opposition - Separate space needed for pedestrians and cyclists	52	7%
Existing issue - Maintenance	48	6%
Opposition - Proposal will not make any difference	43	5%
Partial opposition - Suggestion of alternative proposal or location	43	5%
Walking/cycling opportunity - Connections	37	5%
Opposition - Proposal will not be used	33	4%
Proposal not safe	33	4%
Existing issue - Safety	32	4%
Opposition - Proposal will make it worse for pedestrians	29	4%
Concerns about accessibility for equestrian users	29	4%
Proposals will make traffic/congestion worse	28	4%
Oppose	24	3%
Walking/cycling issue - Misuse/speeding	24	3%
More scheme detail required	21	3%
Proposals having a negative effect on the environment	16	2%
Partial Support - Comments about crossings	15	2%
Existing issue - Traffic	15	2%
No comment made on proposal	15	2%

Theme	No. of coded comments	% of coded comments
Opposition - Cyclists should be encouraged away from the A24	13	2%
Proposed speed limit reduction	11	1%
Concerns about the narrowing of road for cars	11	1%
Walking/cycling issue - Concerns about footpath being too narrow	10	1%
Maintain existing provision	9	1%
Concerns about parking	9	1%
Opportunity to improve safety	8	1%
Traffic-calming opportunity	7	1%
Concerns about accessibility for disabled/elderly	7	1%
Partial Support- Comments about the proposal being longer	6	1%
Other - Comments about other schemes in the area	6	1%
Support- Project timeline	5	1%
Walking/cycling opportunity - Encouraging modal shift	5	1%
Existing issue- Noise	5	1%
Future maintenance	5	1%
Other - Consultation	5	1%
Existing issue - Air quality	3	0%
Walking/cycling opportunity - Improving school commute/connections	2	0%

Base: all who provided a response (n:481)

## 5 RESPONSES TO ISSUES

### 5.1 Responses to feedback

- 5.1.1. A variety of different themes and issues were raised through the questionnaire feedback. In this section, we present all the themes and corresponding comments and provide a response to the themes, topics and queries raised. Please note that all comments included as examples are verbatim.

Themes with responses	
Opposition - Comments about money/funding/waste	WSCC Response
<p>Respondents stated that the scheme would be a 'waste of money' or that the money should be spent on something else:</p> <ul style="list-style-type: none"> <li>- <i>"Fix the congestion, not waste money making walking less safe"</i></li> <li>- <i>"What a complete waste of money"</i></li> <li>- <i>"The money can be better spent elsewhere"</i></li> </ul>	<p>This project is being funded through the Government's Active Travel Fund programme. The funding has been award against strict criteria which precludes us from spending it on other activities such as maintenance repairs e.g. potholes.</p>
Support	WSCC Response
<p>Respondents displayed their support for the scheme. Some explicitly stating their level of support, others advising that it has been a long time coming, etc:</p> <ul style="list-style-type: none"> <li>- <i>"Don't have any additional comments because I think this is a great scheme"</i></li> <li>- <i>"An excellent proposal"</i></li> <li>- <i>"Better late than never!!"</i></li> </ul>	<p>We welcome this support. The advent of the Active Travel Fund and the County Council's successful bid has enabled the scheme to progress.</p>
Opposition - Separate space needed for pedestrians and cyclists	Response
<p>Respondents raised concerns about pedestrians and cyclists using the same space:</p> <ul style="list-style-type: none"> <li>- <i>"My concern would be the mixing of pedestrian and cycle traffic could cause accidents"</i></li> <li>- <i>"Everyone needs their own space"</i></li> <li>- <i>"Shared areas with those on foot &amp; cycles always have issues"</i></li> </ul>	<p>The scheme proposals are to be provided along an existing road with existing features, constraints, resident boundary fences and limits to properties. In order to provide segregation between cyclists and pedestrians in accordance with most current guidelines, a much wider corridor would have been required, with additional land purchase, removal of trees, narrowing down the traffic lanes and potential</p>

	<p>impact to privately-owned properties and land. In accordance with LTN1/20, if site constraints are the main limiting factor on a scheme, a shared facility can be provided alongside adequate signing and markings to raise awareness for all users.</p>
<b>Existing issue - Maintenance</b>	<b>WSCC Response</b>
<p>Respondents stated that there are currently maintenance problems in the area, eg: road conditions or lack of grass cutting that should be addressed first:</p> <ul style="list-style-type: none"> <li>- <i>"Cutting back hedge and long grass would help and cost less"</i></li> <li>- <i>"Repair our roads"</i></li> <li>- <i>"Weeds, uneven cracked paving, patchy roads, numerous pot holes, faded markings"</i></li> </ul>	<p>This project is being funded through the Government's Active Travel Fund programme. The funding has been award against strict criteria which precludes us from spending it on other activities such as maintenance repairs e.g. potholes or grass cutting.</p> <p>Residents can report maintenance concerns via the following link:  <a href="https://www.westsussex.gov.uk/roads-and-travel/make-an-enquiry-or-report-a-problem-with-a-road-or-pavement/">https://www.westsussex.gov.uk/roads-and-travel/make-an-enquiry-or-report-a-problem-with-a-road-or-pavement/</a></p>
<b>Opposition - Proposal will not make any difference</b>	<b>Response</b>
<p>Respondents stated that the proposal wouldn't make any difference or that it will have no benefits:</p> <ul style="list-style-type: none"> <li>- <i>"Changing the layout will make no difference"</i></li> <li>- <i>"This proposal will bring minimum if any improvement at all"</i></li> <li>- <i>"I am not sure who the proposed new cycle lane will benefit"</i></li> </ul>	<p>The proposals will give the opportunity for less confident cyclists, including school children and leisurely riders, to use their bikes in a safer environment away from motorised traffic. The proposals will encourage more pedestrians and cyclists to cover this route instead of using cars.</p>
<b>Partial opposition - Suggestion of alternative proposal or location</b>	<b>WSCC Response</b>
<p>Respondents made suggestions about other locations for the path or even different schemes entirely:</p> <ul style="list-style-type: none"> <li>- <i>"We need a bypass that will go around Worthing &amp; Findon Valley"</i></li> <li>- <i>"Build a cycle lane from Findon Village to Washington"</i></li> <li>- <i>"You are choosing the wrong areas for cycle lanes"</i></li> </ul>	<p>This proposed scheme was identified as a priority in the WSCC Walking and Cycling Strategy 2016-2026 which contains over 300 potential improvements suggested by a range of local stakeholders. A future phase 2 of this scheme could see the route extended to Washington, subject to funding and approvals. Building a bypass is not within the scope of this funding criteria or envelope. The County</p>

	Council will be considering improvements to the wider A24 corridor as part of a separate project.
<b>Walking/cycling opportunity - Connections</b>	<b>WSCC Response</b>
<p>Respondents stated that the proposal should be an opportunity to make better connections or other cycle routes in the area:</p> <ul style="list-style-type: none"> <li>- <i>"What else can be done to ensure safe onward cycling?"</i></li> <li>- <i>"extended along the length of the A24 to connect up to the cemetery, Windlesham House School and Washington"</i></li> <li>- <i>"There is a good cycle route up Nepcote lane from the A24 proposal"</i></li> </ul>	<p>A future phase 2 of this scheme could see the route extended to Washington, subject to funding and approvals. The Findon Valley to Findon proposals also enable onward connection from Nepcote into the South Downs National Park via the bridleway network.</p>
<b>Opposition - Proposal will not be used</b>	<b>Response</b>
<p>Respondents commented that the proposal wouldn't be used:</p> <ul style="list-style-type: none"> <li>- <i>"I live on this road, there is not enough public buy in to warrant the significant spend"</i></li> <li>- <i>"Cyclists rarely use this sort of cycle and tend to just use the road"</i></li> <li>- <i>"not sure it will actually be of much use to many people!"</i></li> </ul>	<p>The proposals will give the opportunity for less confident cyclists including school children and leisurely riders to use their bikes in a safer environment away from motorised traffic. The proposal will encourage more pedestrians and cyclists to cover this route instead of using cars.</p>
<b>Proposal not safe</b>	<b>Response</b>
<p>Respondents thought that the proposal isn't safe or would make safety in the area worse:</p> <ul style="list-style-type: none"> <li>- <i>"In particular they compromise the safety of both pedestrians and people on bicycles"</i></li> <li>- <i>"Combined walking and cycling lanes cause accidents to pedestrians"</i></li> <li>- <i>"This will cause HUGE traffic jams, road rage and endanger life"</i></li> </ul>	<p>The scheme proposals are to be provided along an existing road with existing features, constraints, residents' boundary fences and limit to properties. In order to provide segregation between cyclists and pedestrians in accordance with most current guidelines, a much wider corridor would have been required, with additional land purchase, removal of trees, narrowing down the traffic lanes and potential impact to privately-owned properties and land. In accordance with LTN1/20, if site constraints are the main limiting factor on a scheme, a shared facility can be provided alongside adequate signing and markings to raise awareness of all users.</p> <p>The scheme aims to remove cyclists from the road therefore reducing interface, and</p>

	interference, between vehicles and cyclists as the latter will use the proposed off-road facility.
<b>Existing issue - Safety</b>	<b>Response</b>
<p>Respondents expressed concerns that safety in the area is already an issue:</p> <ul style="list-style-type: none"> <li>- <i>"My children take the bus as they don't feel safe to cycle to school"</i></li> <li>- <i>"I find that volume of bikes on this road hazardous"</i></li> <li>- <i>"until you resolve the safety issue involved in crossing the intersecting roads on a bike"</i></li> </ul>	<p>The proposals will give the opportunity for less confident cyclists, including school children and leisurely riders, to use their bikes in a safer environment away from motorised traffic. The proposal will encourage more pedestrians and cyclists to cover this route instead of using cars.</p> <p>On this scheme, the proposals aim to give priority to cyclists and pedestrians at local junctions with minor roads. This arrangement will raise the awareness of all users crossing the road at these locations through proper signing and markings.</p>
<b>Opposition - Proposal will make it worse for pedestrians</b>	<b>Response</b>
<p>Respondents stated concerns about the proposal making the situation worse or harder for pedestrians:</p> <ul style="list-style-type: none"> <li>- <i>"Shared paths are dangerous to pedestrians"</i></li> <li>- <i>"To walk along the proposed route would be more hazardous than at present"</i></li> <li>- <i>"As a Walker I find that sharing a pavement area with many (not all) cyclist doesn't work"</i></li> </ul>	<p>The scheme proposals are to be provided along an existing road with existing features, constraints, residents' boundary fences and limit to properties. In order to provide segregation between cyclists and pedestrians in accordance with most current guidelines, a much wider corridor would have been required, with additional land purchase, removal of trees, narrowing down the traffic lanes and potential impact to privately-owned properties and land. In accordance with LTN1/20, if site constraints are the main limiting factor on a scheme, a shared facility can be provided alongside adequate signing and markings to raise awareness of all users.</p> <p>Good visibility along the shared route and repeater signage and markings will maintain the required level of awareness for all users along this shared facility.</p>
<b>Concerns about accessibility for equestrian users</b>	<b>WSCC Response</b>
<p>Respondents raised concerns about accessibility for equestrian users or commented that they haven't been considered as part of the proposals:</p>	<p>There are existing bridleway routes to the east and west of the A24 that equestrians can use. These alternative bridleway routes are set back, away from the busy A24.</p>

<ul style="list-style-type: none"> <li>- <i>"As usual, you have ignored the most vulnerable group of road users, the horses and riders"</i></li> <li>- <i>"Shared use should include equestrian use"</i></li> <li>- <i>"Whatever changes you make they need to be suitable for horses and riders in the local area"</i></li> </ul>	
<b>Proposals will make traffic/congestion worse</b>	<b>Response</b>
<p>Respondents commented that the proposal would increase the traffic or that congestion would be worse if the proposal was implemented:</p> <ul style="list-style-type: none"> <li>- <i>"Your proposal will result in miles of backed up cars"</i></li> <li>- <i>"The congestion is going to horrendous."</i></li> <li>- <i>"This plan would add a huge amount of congestion to an already very busy road"</i></li> </ul>	<p>The current proposals are not affecting or changing the nature and operation of the A24 road. There are no planned changes to the number of lanes along this section of the road. Apart from the proposed removal of a short right-turn lane pocket to enable a localised widening of the nearby footway and the removal of one left turn lane at Cross Lane junction, there are no other implications or effects to the vehicular traffic or congestion etc. due to this scheme.</p>
<b>Oppose</b>	<b>WSCC Response</b>
<ul style="list-style-type: none"> <li>- <i>"Do not do it"</i></li> <li>- <i>"it works well as it is. No need to change anything"</i></li> <li>- <i>"Please don't make life worse doing all this - it will be a disaster"</i></li> </ul>	<p>The existing shared path between Worthing and Findon Valley terminates at the Findon Valley shops. Therefore, there is currently no dedicated provision for cyclists between Findon Valley and Findon Village.</p>
<b>Walking/cycling issue - Misuse/speeding</b>	<b>Response</b>
<ul style="list-style-type: none"> <li>- <i>"cyclists just take over &amp; treat them as a race track"</i></li> <li>- <i>"the majority of cyclists using the route would go too fast"</i></li> <li>- <i>"Cyclist abuse the access they have by cycling on footpaths"</i></li> </ul>	<p>The proposals will give the opportunity for less confident cyclists, including school children and leisurely riders, to use their bikes in a safer environment away from motorised traffic. "Slow down" signs could be repeated along the route at various locations where it is known there is more interaction between cyclists and pedestrians but with good visibility along the route, adequate signage, markings and a wide, shared lane, it is anticipated cyclists will adapt their speed and behaviour to suit this shared environment.</p>

More scheme detail required	Response
<ol style="list-style-type: none"> <li>1. <i>"Also what happens at the start and stop points for this lane?"</i></li> <li>2. <i>"Have you got a map of the plan ?"</i></li> <li>3. <i>"I feel that a complete plan page should be issued ideally indicating each of the ten sub plans"</i></li> <li>4. <i>"Could you explain why you have avoided identifying current users of this stretch of road, and limited your request for responses to a pitiful couple of sentences before running out of characters?"</i></li> <li>5. <i>"Please could you confirm if any trees or screening will be removed as part of this scheme? In particular to opposite Downside avenue where the route is proposed to go behind the existing bus stop?."</i></li> <li>6. <i>"How wide will it be."</i></li> <li>7. <i>"What exactly is the raised table at the Cross Lane and Nephcote junctions (and not other junctions)?"</i></li> <li>8. <i>"will the cycleway be created by removing a lane from the A24?"</i></li> <li>9. <i>"Difficult to tell from the plans what the visibility is like for drivers turning into side roads from the A24 - will it be clear that they imminently have to give way to cyclists/pedestrians crossing?"</i></li> <li>10. <i>"Routes are useful when there is a destination. Where is this leading to?"</i></li> <li>11. <i>"The cycle way seems to be only southbound what happens to northbound cyclists if the cycle path is two way what is the method for crossing the road and how do pedestrians keep safe if it's 2 way"</i></li> <li>12. <i>"A24 around the Black Horse and Quadrangle floods when there is heavy rain. Are these plans going to improve drainage?"</i></li> <li>13. <i>"How do you think giving them more room and priority over cars will help with the massive traffic queues we have at any time of day ? Why can't you deal with this problem because it won't go away"</i></li> </ol>	<ol style="list-style-type: none"> <li>1. Adequate signs to show "start of cycle route" and "end of cycle route" will be installed. Beyond these points, cyclists will re-join the carriageway or existing shared facilities or continue into the South Downs National Park via the bridleway network;</li> <li>2. Yes – there is an overall plan of the route as shown on the WSCC consultation webpage;</li> <li>3. An overview plan showing each of the ten sub plans (maps) is part of the engineering design plans;</li> <li>4. It was not deemed necessary to identify whether respondents were current users of this route or not. The number of characters is restricted by the consultation platform however, customers could submit further responses via the email address quoted in the consultation.;</li> <li>5. No major or mature trees will be removed. A full screening of existing trees will be done prior to any works. Existing hedgerows will be trimmed back but not removed;</li> <li>6. The shared route will be 3m wide with only a few pinch points where width is reduced down to 2m for very short sections in order to retain existing trees and features;</li> <li>7. The raised table will allow cyclists to have priority crossing at these side road junctions, in accordance with the recommendation of the latest national guidance in LTN1/20. This arrangement is provided at all junctions except at the start and end of the route;</li> <li>8. No – the cycleway is the result of widening the existing footway and/or slightly removing some sections of the verge. The number of lanes on the A24 stays the same, with only one left turn lane removed at Cross Lane junction and a short right turn pocket removed before the junction with Cissbury Avenue.</li> </ol>

<p>14. <i>"It is not clear when crossing side roads (e.g Cross Lane) who has priority. Is it the cyclist or a car turning off or into the side road?"</i></p> <p>15. <i>"Any thought been given to a pedestrian/cycle crossing Rogers Lane to High Street??"</i></p> <p>16. <i>"It is not clear if the number of lanes is reduced from the dual carriageway in the plans."</i></p>	<p>9. Clear visibility splay will be provided at junctions for safe turning manoeuvres and adequate advance signing will raise the awareness of priority given to cyclists crossing;</p> <p>10. See responses above in relation to route destination and onward connectivity;</p> <p>11. The shared facility is two-way. Clear markings and signs will be provided and repeated throughout the length of the route. Cyclists currently have to dismount, cross and then re-join the carriageway;</p> <p>12. Drainage assessment and design will be carried out for this new cycle facility scheme to ensure that water does not pond or flood this shared path. Regarding existing flooding on the road, if junctions or kerbsides are affected by the new proposals, the design will ensure prevention of worsening any potential flooding by adding extra gullies, subject to attenuation requirements;</p> <p>13. Current national standards and guidance require cyclists to be given priority at local junctions where it is considered safe to do so. The current proposals at side roads are not anticipated to result in any additional queuing on the A24;</p> <p>14. Cyclists will have priority crossing across side roads. Clear markings and signs will be provided and repeated throughout the length of the route.</p> <p>15. This issue can be revisited during next design stages in agreement with WSCC;</p> <p>16. The number of lanes on the A24 stays the same, with only one left turn lane removed at Cross Lane junction and a short right turn pocket removed before the junction with Cissbury Avenue.</p>
<p><b>Proposals having a negative effect on the environment</b></p>	<p><b>Response</b></p>
<p>- <i>"Destruction of wildlife habitat, this should be done without damaging any habitat."</i></p>	<p>No major or mature trees will be removed. A full screening of existing trees will be undertaken</p>

<p><i>Consideration to protect species that are protected.”</i></p> <ul style="list-style-type: none"> <li>- <i>“This proposal will tarmac over green areas.”</i></li> <li>- <i>“so slowing down the traffic further will increase pollution further.”</i></li> </ul>	<p>prior to any works. Existing hedgerows will be trimmed back but not removed;</p> <p>Some sections of the existing verge will be used for this new 3m shared lane;</p> <p>Traffic queuing on the A24 is not affected by this new proposal as the shared lane is off-the-road. The number of lanes on the A24 stays the same, with only one left turn lane removed at Cross Lane junction and a short right turn pocket removed before the junction with Cissbury Avenue.</p>
<b>Partial Support - Comments about crossings</b>	<b>WSCC Response</b>
<p>Respondents provided places where crossing may be needed:</p> <ul style="list-style-type: none"> <li>- <i>“at the bottom of bost hill, could we have a road crossing to get us from bost hill junction to the other side of the a24”</i></li> <li>- <i>“there has to be a safe way to cross the highway somewhere”</i></li> <li>- <i>“a safe crossing on the scary A27 roundabout would make a world of difference too”</i></li> </ul>	<p>Provision of crossing points on the A24 is out of scope for this project but these comments are noted and will be fed-in to a separate study of the wider A24 corridor that will include a review of potential priority bus stop and crossing improvements.</p> <p>National Highways is responsible for improvements to the A27, which is part of the Trunk Road Network.</p>
<b>Existing issue - Traffic</b>	<b>WSCC Response</b>
<ul style="list-style-type: none"> <li>- <i>“Congestion on this road is bad enough”</i></li> <li>- <i>“At ANY time of day Findon is gridlocked”</i></li> <li>- <i>“Worthing, Findon and the surrounding area is already busyand congested”</i></li> </ul>	<p>This scheme will provide a shared cycleway footway by widening the existing footway on the eastern side of the A24. The proposals will not therefore increase traffic congestion. By providing an off-carriageway link between Findon Village and local shops at Findon Valley, the scheme will facilitate journeys by bicycle. Connection with the existing shared use facility at Findon Valley will also enable off-carriageway cycle trips to be made between Findon and employment and leisure facilities in Worthing.</p>
<b>No comment made on proposal</b>	<b>WSCC Response</b>
<ul style="list-style-type: none"> <li>- <i>Please find attached a response to the above consultation”</i></li> <li>- <i>“See previous comments”</i></li> <li>- <i>“No”</i></li> </ul>	<p>Additional comments provided have been noted and, where appropriate, these have been responded to directly.</p>

Opposition - Cyclists should be encouraged away from the A24	Response
<ul style="list-style-type: none"> <li>- <i>"I see no reason why cyclists can not use the high street road for its short length"</i></li> <li>- <i>"Its just not nice or pleasant walking or cycling along the A24 next to heavy traffic."</i></li> <li>- <i>"The new route runs, in some areas, directly next to the A24, where possible could it be pushed away from the A24".</i></li> </ul>	<p>The scheme proposals are to be provided along an existing road with existing features, constraints, residents' boundary fences and limits to properties. In order to provide segregation between cyclists and pedestrians in accordance with most current guidelines, a much wider corridor would have been required, with additional land purchase, removal of trees, narrowing down the traffic lanes and potentially impacting privately owned properties and land. In accordance with LTN1/20, if site constraints are the main limiting factor on a scheme, a shared facility can be provided alongside adequate signing and markings to raise the awareness of all users.</p> <p>The scheme aims to remove cyclists from the road and therefore, there will be a reduce interface and interference between vehicles and cyclists as the latter will use the proposed off-road facility.</p>
Proposed speed limit reduction	WSCC Response
<p>Respondents stated that a better option would be to reduce the speed limit with some respondents suggesting specific reductions:</p> <ul style="list-style-type: none"> <li>- <i>"The speed limit in the valley should be reduced"</i></li> <li>- <i>"making vehicles slow down would improve safety greatly"</i></li> <li>- <i>"A better option would be to lower the speed limit between School Hill roundabout and the Black Horse pub from 50 to 40"</i></li> </ul>	<p>It should be noted that these proposals provide a shared off-carriageway facility for pedestrians and cyclists parallel to the A24. Reducing the speed limit on the A24 is out of scope for this scheme and would not accord with the criteria for the Department for Transport's Active Travel Fund. However, a separate scheme to reduce speed limits between School Hill and the Black Horse pub will be implemented by 31st March 2022.</p>
Concerns about the narrowing of road for cars	Response
<ul style="list-style-type: none"> <li>- <i>"As long as it doesn't narrow the roadway for drivers".</i></li> <li>- <i>"Narrowing of a main arterial road will bring HGV'S closer to each other"</i></li> <li>- <i>"Any reduction to the road must be avoided."</i></li> </ul>	<p>Traffic queuing on the A24 is not affected by this new proposal as the shared lane is off-the-road.</p> <p>The number of lanes on the A24 stays the same, with only one left turn lane removed at Cross Lane junction and a short right turn pocket removed before the junction with Cissbury Avenue.</p>

Walking/cycling issue - Concerns about footpath being too narrow	Response
<ul style="list-style-type: none"> <li>- <i>"Please make the walking/cycling facilities wide enough for safe you."</i></li> <li>- <i>"I am concerned about the safety of a narrow lane shared by pedestrians and cyclists."</i></li> <li>- <i>"As a walker, the narrow path along the A24 is dangerous at times"</i></li> </ul>	<p>The proposals will give the opportunity for less confident cyclists, including school children and leisurely riders, to use their bikes in a safer environment away from motorised traffic.</p> <p>"Slow down" signs could be repeated along the route at various locations where it's known there is more interaction between cyclists and pedestrians but with good visibility along the route, signage, markings and a wide shared lane, it is anticipated cyclists will adapt their speed and behaviour to suit this 3m wide shared route.</p>
Maintain existing provision	Response
<ul style="list-style-type: none"> <li>- <i>"I have no problem cycling the A24 currently"</i></li> <li>- <i>"The road is already comfortably wide for both cars and cyclists."</i></li> </ul>	<p>The proposals will give the opportunity for less confident cyclists including school children and leisurely riders to use their bikes in a safer environment away from motorised traffic.</p> <p>"Slow down" signs could be repeated along the route at various locations where it's known there is more interaction between cyclists and pedestrians but with good visibility along the route, signage, markings and a wide shared lane, it is anticipated cyclists will adapt their speed and behaviour to suit this 3m wide shared route.</p>
Concerns about parking	WSCC Response
<p>Respondents commented that the loss of lay-by and parking for HGV drivers would cause issues. Others mentioned that people could park on the cycle lane:</p> <ul style="list-style-type: none"> <li>- <i>"The loss of the layby would be a blow to HGV drivers and others coming into Worthing"</i></li> <li>- <i>"It is important to make sure the cycle lane is protected from people parking across it"</i></li> <li>- <i>"Removing the lay-by is not useful for lorry drivers"</i></li> </ul>	<p>Studies show that the layby is not well-used, and that removal would have very limited impact. The scheme is comprised of a shared cycleway footway parallel to the A24, which will be achieved by widening the existing pedestrian footway. Parking on the new facility would be illegal and is not therefore expected to be an issue. Enforcement would be a matter for Sussex Police.</p>

Opportunity to improve safety	Response
<ul style="list-style-type: none"> <li>- <i>"It will make for safer travelling for children to and from school."</i></li> <li>- <i>"For walkers to be encouraged they need to feel safe."</i></li> <li>- <i>"should make it safer"</i></li> </ul>	<p>The proposals will give the opportunity for less confident cyclists including school children and leisurely riders to use their bikes in a safer environment away from motorised traffic.</p> <p>"Slow down" signs could be repeated along the route at various locations where it's known there is more interaction between cyclists and pedestrians but with good visibility along the route, signage, markings and a wide shared lane, it is anticipated cyclists will adapt their speed and behaviour to suit this 3m wide shared route.</p>
Traffic-calming opportunity	WSCC Response
<ul style="list-style-type: none"> <li>- <i>"speed bumps are needed"</i></li> <li>- <i>"Use the money for speed cams."</i></li> <li>- <i>"All that has to be installed is a few different road signs and a painted cycle track on the existing road"</i></li> </ul>	<p>The nature of the A24 means that provision of speed humps would not be appropriate. Enforcement cameras can only be provided in areas that meet specific criteria. Moreover, the provision of enforcement cameras is beyond the scope of Department for Transport's Active Travel Fund. National design guidance (LTN 1/20) states that painted cycle lanes are not suitable on roads with speed limits above 20mph.</p>
Concerns about accessibility for disabled/elderly	WSCC Response
<p>Respondents raised concerns about accessibility of the proposal for disabled or elderly people:</p> <ul style="list-style-type: none"> <li>- <i>"As a visually impaired family, this is not safe, a shared path is not accessible to those with disabilities"</i></li> <li>- <i>"Please make the facility multi user i.e. allowing disabled and equestrian use"</i></li> <li>- <i>"difficult to manage with the older people who live locally. They will not comprehend a change of priority in many cases"</i></li> </ul>	<p>For visually impaired users, we can investigate in the next design stages the possibility to use different paving material/stone/corduroy at the approach to crossing points and where we know such users are more likely to be present.</p> <p>Regarding horse riders, the surveys carried out along this route show very little equestrian usage or crossing points, hence measures to cater for equestrians are not specifically introduced at this stage.</p> <p>See also response above regarding alternative routes for equestrians.</p>

Partial Support- Comments about the proposal being longer	WSCC Response
<ul style="list-style-type: none"> <li>- <i>"and should be extended up to Washington."</i></li> <li>- <i>"It would significantly improve the utility of the route if it also went further north to Findon."</i></li> <li>- <i>"It's not long enough to safely get you from Worthing heading north and into the Downs national park."</i></li> </ul>	<p>See comments above regarding future potential to extend the scheme to Washington and opportunities to access the National Park via the bridleway network.</p>
Other - Comments about other schemes in the area	WSCC Response
<ul style="list-style-type: none"> <li>- <i>"Broadwater scheme was a disaster"</i></li> <li>- <i>"Take hove city Council, London, as examples... millions spent on cycle paths to have minimal use adjusting the flow of traffic causing congestion."</i></li> <li>- <i>"Temp cycle lane in broad water A24 was a financial issue and caused havoc getting in to town"</i></li> </ul>	<p>The pop-up cycle lanes were implemented in response to the Covid-19 pandemic which led to a significant reduction in local bus capacity. The schemes were funded by the Department for Transport who required that:</p> <ul style="list-style-type: none"> <li>• there should be meaningful re-allocation of road space from motor vehicles to cycles,</li> <li>• cycles should be physically separated from motor vehicles,</li> <li>• and that schemes should be temporary in nature and installed using temporary facilities such as planters or traffic 'wands'.</li> </ul> <p>The Findon Valley to Findon Village scheme is a permanent scheme that will provide an off-carriageway facility for pedestrians and cyclists and will not therefore impact on traffic.</p>
Support- Project timeline	WSCC Response
<ul style="list-style-type: none"> <li>- <i>"This is long overdue"</i></li> <li>- <i>"It's been a long time coming!"</i></li> <li>- <i>"Great proposal. Long overdue."</i></li> </ul>	<p>Additional comments provided have been noted and, where appropriate, these have been responded to directly.</p>
Walking/cycling opportunity - Encouraging modal shift	WSCC Response
<ul style="list-style-type: none"> <li>- <i>"very much support the principle of getting people out of their cars."</i></li> <li>- <i>"The objective of this scheme is good - to promote cycling through a shared facility on"</i></li> </ul>	<p>Additional comments provided have been noted and, where appropriate, these have been responded to directly.</p>

<ul style="list-style-type: none"> <li>- <i>"would probably encourage families to ride up to Findon together"</i></li> </ul>	
<b>Existing issue- Noise</b>	<b>WSCC Response</b>
<ul style="list-style-type: none"> <li>- <i>"we are constantly hearing the traffic noise"</i></li> <li>- <i>"At the moment I find it the air to be too polluted due to traffic and the noise is also too much."</i></li> <li>- <i>"because of the noise and pollution from cars driving past at speed."</i></li> </ul>	<p>Reducing noise, speed and pollution due to traffic using the A24 is beyond the scope of this project. By providing an off-carriageway link between Findon Village and local shops at Findon Valley, the scheme will facilitate journeys by bicycle. Connection with the existing shared use facility at Findon Valley will also enable off-carriageway cycle trips to be made between Findon and employment and leisure facilities in Worthing.</p>
<b>Future maintenance</b>	<b>WSCC Response</b>
<ul style="list-style-type: none"> <li>- <i>"Options for adding in more vegetation or trees should be considered."</i></li> <li>- <i>"Include annual maintenance."</i></li> <li>- <i>"The pedestrian walkways still need to be maintained for pedestrian access on both sides of the A24"</i></li> </ul>	<p>Maintenance of existing footways is beyond the scope of this scheme, which is funded by the Department for Transport's Active Travel Fund (capital funding). No major or mature trees will be removed. A full screening of existing trees will be done prior to any works. Existing hedgerows will be trimmed back but not removed.</p>
<b>Other - Consultation</b>	<b>WSCC Response</b>
<ul style="list-style-type: none"> <li>- <i>"Also your survey is biased towards cycling not drivers who pay tax!"</i></li> <li>- <i>"The questions thus far on this survey are trivial and bordering on irrelevant."</i></li> </ul>	<p>The survey follows a standard format used by the County Council for schemes of this nature. We do not agree that it is biased against drivers of motor vehicles. Many cyclists do pay tax either through general taxation or because they also car own cars.</p>
<b>Existing issue - Air quality</b>	<b>WSCC Response</b>
<ul style="list-style-type: none"> <li>- <i>"A24 at Findon is not particularly pleasant, especially for families, because of the noise and pollution from cars driving past at speed"</i></li> <li>- <i>"At the moment I find it the air to be too polluted due to traffic and the noise is also too much."</i></li> <li>- <i>"I would not choose to walk due to fumes from vehicles and also it would take all day to get to work!"</i></li> </ul>	<p>Air quality in most of West Sussex is good and the general trend is an improving one. The scheme is not located within an Air Quality Management Area. The scheme is comprised of a shared cycleway footway parallel to the A24 (i.e. set back from the traffic lanes) and will be achieved by widening the existing footway.</p>

Walking/cycling opportunity - Improving school commute/connections	WSCC Response
<ul style="list-style-type: none"> <li>- <i>"I believe that it would be very popular with the parents who travel to us from the Valley"</i></li> <li>- <i>"Further encouragement of children and parents to cycle and walk to school in Findon Valley"</i></li> </ul>	<p>The proposals will give the opportunity for less confident cyclists including school children and leisurely riders to use their bikes in a safer environment away from motorised traffic. The proposal will encourage more pedestrians and cyclists to cover this route instead of using cars.</p> <p>WSCC will encourage this action through public campaigns with school and local communities</p>

## 6 SUMMARY AND NEXT STEPS

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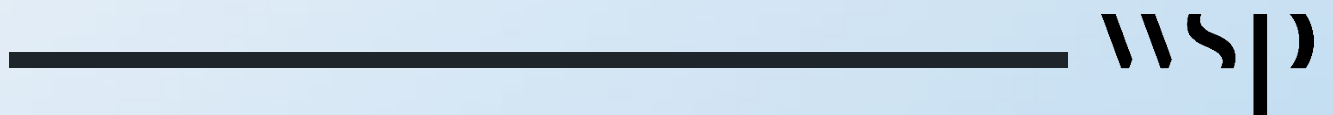
### 6.1 Summary of responses

- 6.1.1. Overall, half of the respondents, 50% (326 respondents) would support a cycle scheme along the A24 between Findon Village and Findon Valley. On the other hand, 41% of respondents would oppose a cycle scheme along the A24.
- 6.1.2. More than a quarter of respondents advised that the proposals would encourage them to walk or cycle more often.
- 6.1.3. When asked about their travel habits and preferences, more than half of the respondents advised that driving a private car was the most frequently used mode of transport, followed by walking and cycling.
- 6.1.4. The most important factor in deciding whether to use an active form of travel was increasing physical and mental health by keeping active, followed by environmental benefits such as improving air quality due to less congestion.

### 6.2 NEXT STEPS

# Appendix A

**Consultation materials**

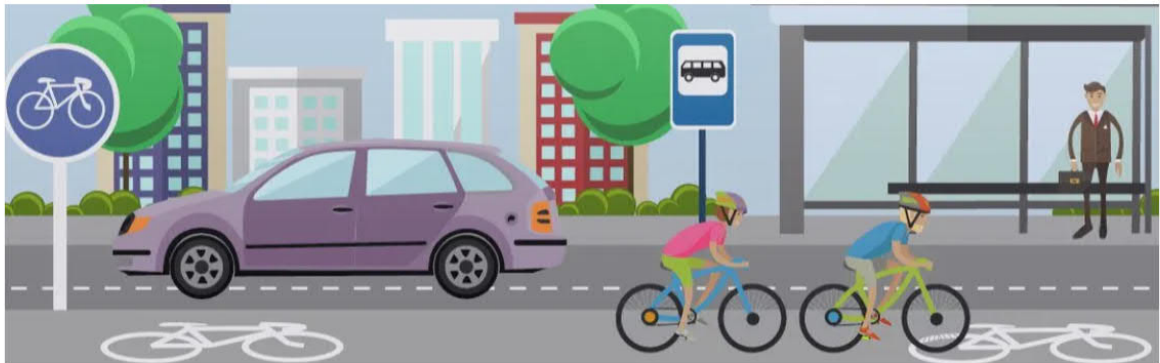


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## Consultation Web Page



## A24 Findon Valley



### Background

This proposed improvement is included in the WSCC Cycling and Walking Strategy as a priority together with forming part of the West Sussex Local Cycling and Walking Infrastructure Plan (LCWIP). The scheme will connect the South Downs National Park gateway of Findon Village with Findon Valley and its local businesses whilst enabling onward connection to Worthing and its transport hubs as well as the Sussex Coast via the existing cycle network. The £1 million scheme links communities with important local amenities as well as nationally significant tourist attractions and leisure facilities and will be used by local residents and visitors from outside the area.

The scheme promotes cycling through the use of a shared facility, on the eastern side of the A24. The new facility will provide a continuous high-class provision for cyclists that includes priority over existing road users at side road junctions. The facility will be constructed entirely within the existing highway land and is expected to be constructed in the middle of 2022.

To view the measures for A24 Findon Valley, please click on the following link:

[A24 Findon Valley Proposal](#)

[SURVEY](#)

[FREQUENTLY ASKED QUESTIONS](#)

### FAQs

Q. What am I being consulted on?



A. A 2km long shared-use facility, for walking and cycling, which will be separated from the main carriageway along the A24.

Q. What will the shared-use facility look like?

*A. Widening of footways to provide space for pedestrians and cyclists and junction improvements to allow priority across the junction for those using the route.*

Q. When does the consultation run from / to?

*A. The consultation period runs for 4 weeks between 19<sup>th</sup> July 2021 and 5<sup>th</sup> August 2021.*

Q. What will the benefits of the scheme be?

*A. The scheme will improve the connection from South Downs National Park gateway of Findon Village with Findon Valley and its local businesses, whilst enabling onward connection to Worthing and its transport hubs as well as the Sussex Coast via the existing cycle network. The scheme is a stated priority in both the West Sussex Walking & Cycling Strategy 2016-2026 and the Worthing Borough Council Local Cycling and Walking Infrastructure Plan.*

Q. Where can I comment on the proposals?

*A. To get involved please visit our website at [www.westsussex.gov.uk/a24-findon](http://www.westsussex.gov.uk/a24-findon). Alternatively you can e-mail us at [activetravel@westsussex.gov.uk](mailto:activetravel@westsussex.gov.uk) or call us on 01243 642105. For deaf or hard of hearing customers with the NGT texting app installed on their device, you can contact us on 18001.*

Q. How much is the scheme likely to cost?

*A. We anticipate construction costs to be in the region of £1.2M.*

Q. How is the scheme being funded?

*A. Funds have been successfully secured from phase 2 of the Department for Transport's Active Travel Fund.*

Q. When is the scheme likely to be constructed?

*A. We anticipate that construction of the scheme will commence in the middle of 2022.*

Q. Where can I find out more information about WSCC's Active Travel Fund programme?

*A. Further information can be found on the County's Active Travel page which can be accessed via [www.westsussex.gov.uk/activetravel](http://www.westsussex.gov.uk/activetravel)*

#### **Key Dates**

Open date:

**19 July 2021**

Close date:

**15 August 2021**

## Contact Details

Telephone: 01243 642105

Email: [activetravel@westsussex.gov.uk](mailto:activetravel@westsussex.gov.uk)

## Lifecycle



### Full Public Consultation

We are now entering the full public consultation phase of this project. We would now like to seek your views on whether or not you would support the proposed design.



### Consultation analysis

Contributions to this public consultation phase are closed for evaluation and review. The project team will report back on key outcomes.



### Public consultation final report

The final outcomes of the consultation are documented here. This may include a summary of all contributions collected as well as recommendations for future action.



### Consultation decision

A link to the final decision-report will be provided once a decision has been made.

## Important Links

[Active Travel website](#)

## Designs



Proposals - A24 Findon Valley



A24 Findon Proposed Cycle Scheme Plans (901 KB) (pdf)

## Important Documents

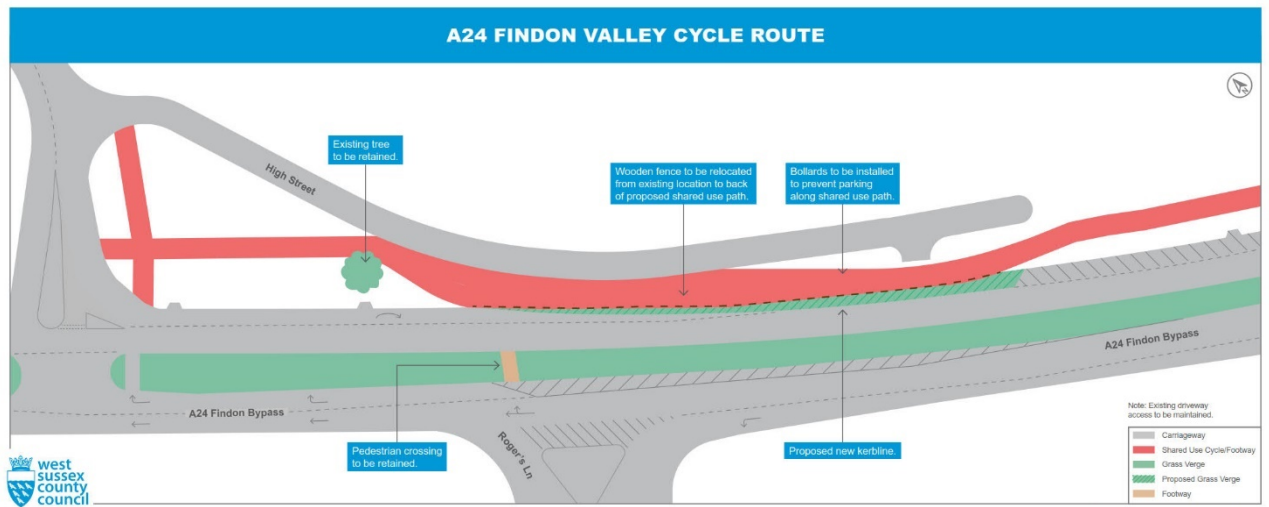
- Initial Engagement Report
  - A24 Findon Valley to Findon Village Cycle Scheme Results.pdf (62.8 KB) (pdf)

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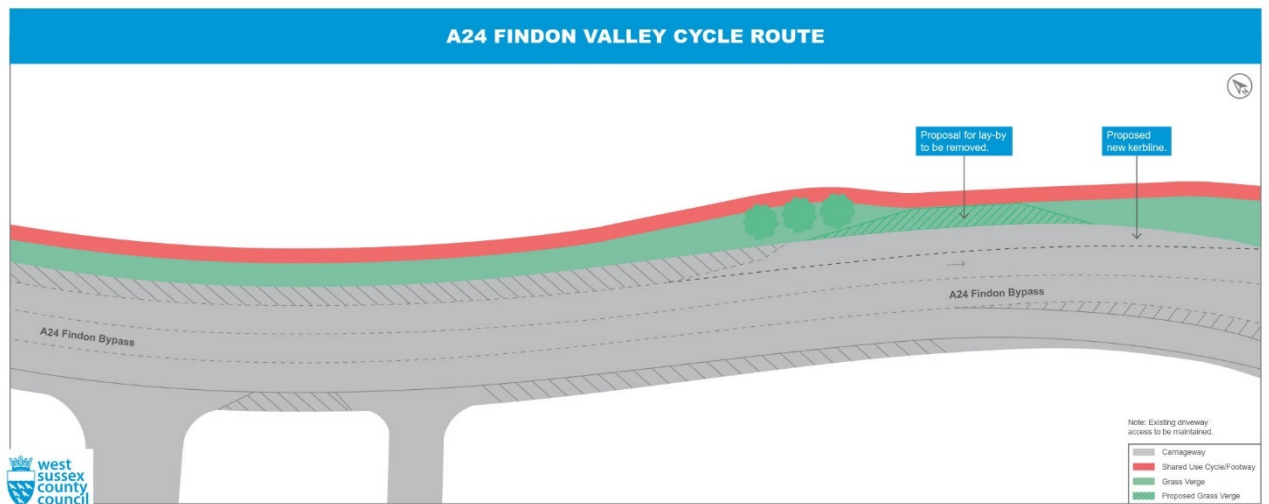
## Proposed Plans

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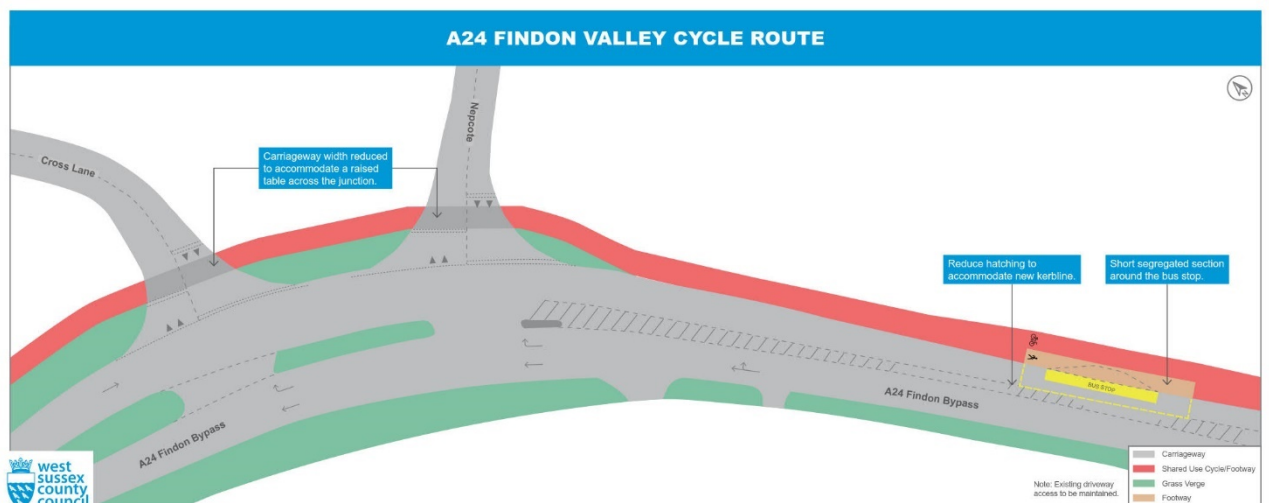
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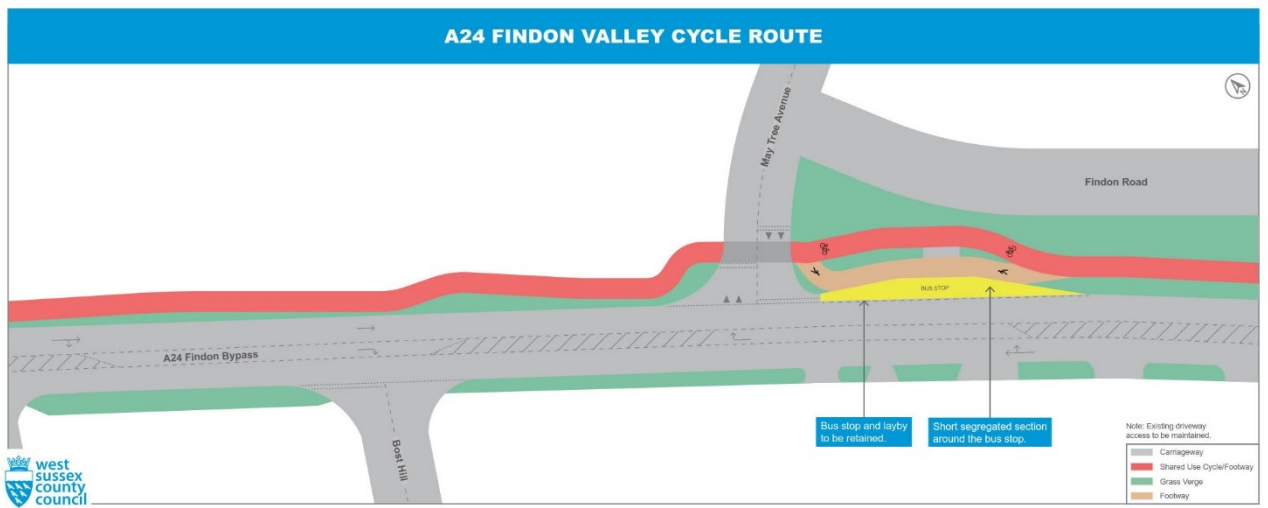
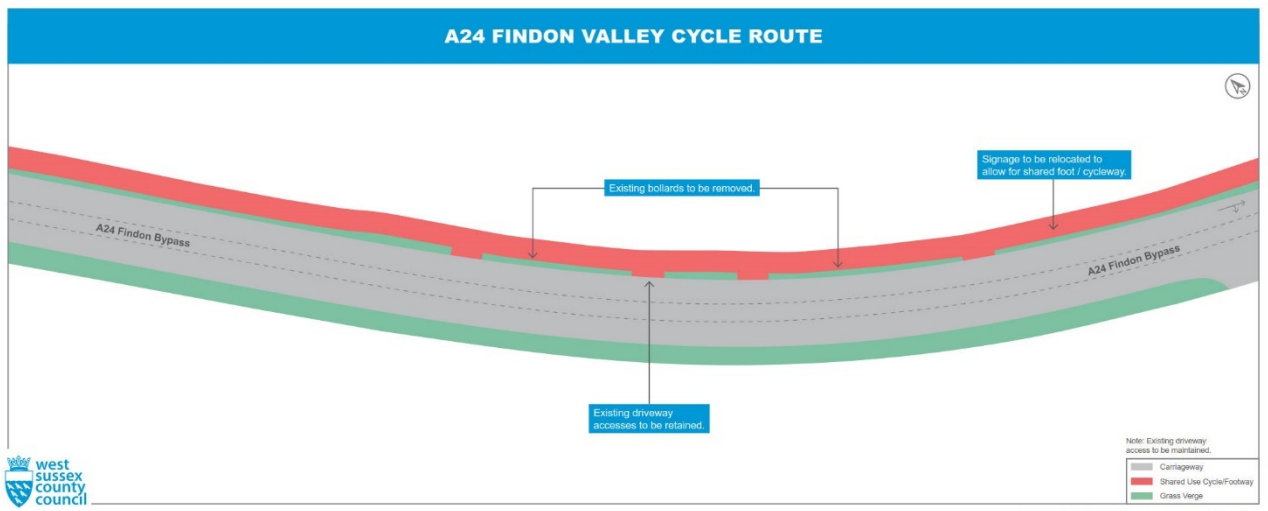
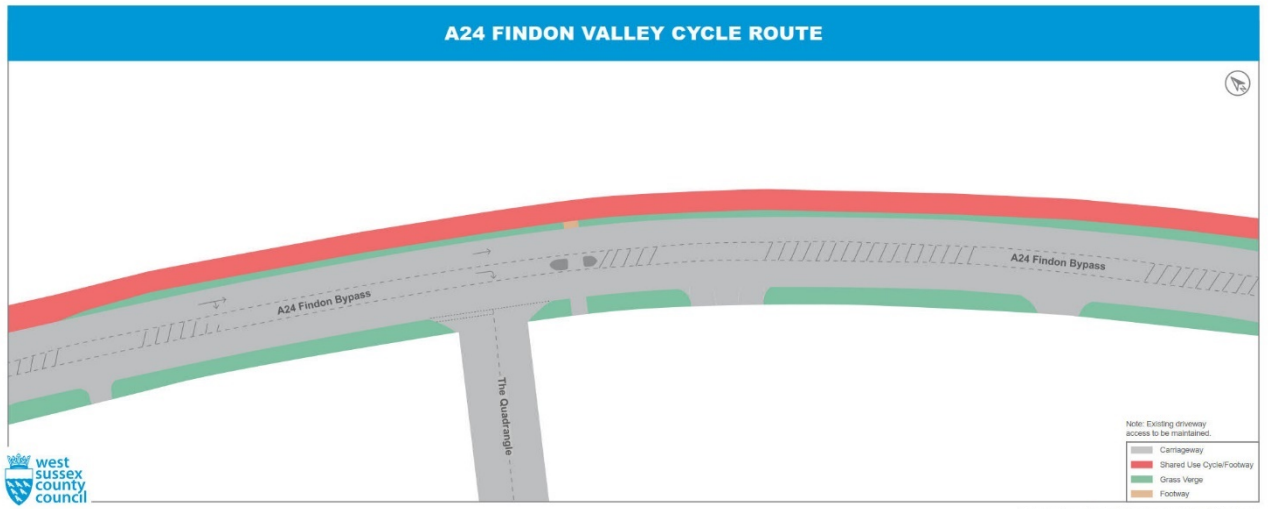
This map is a diagrammatic interpretation of proposals as of June 2021. Not to scale.

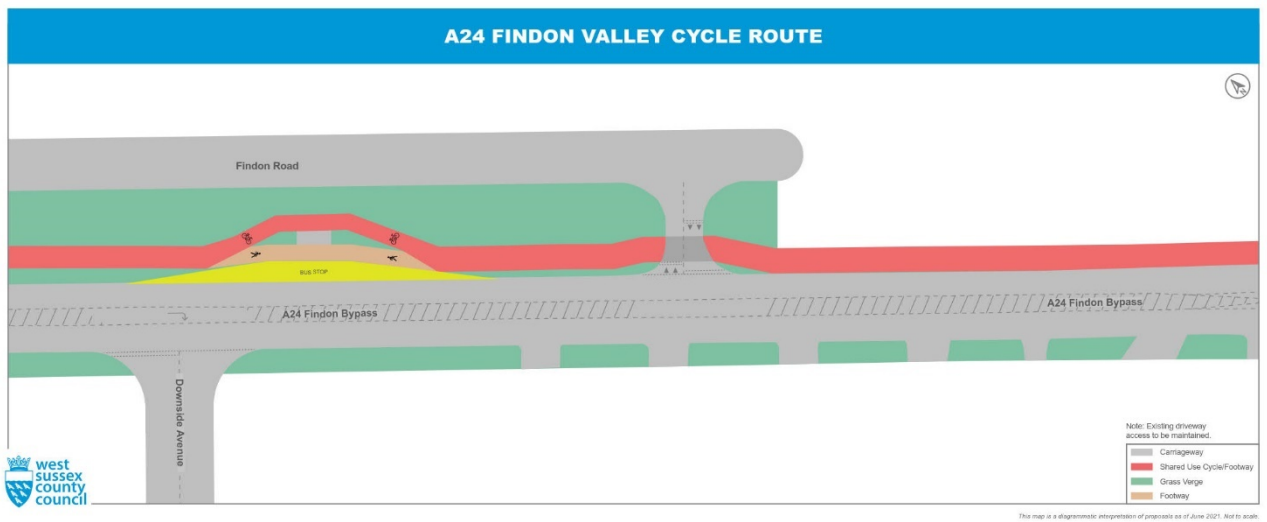
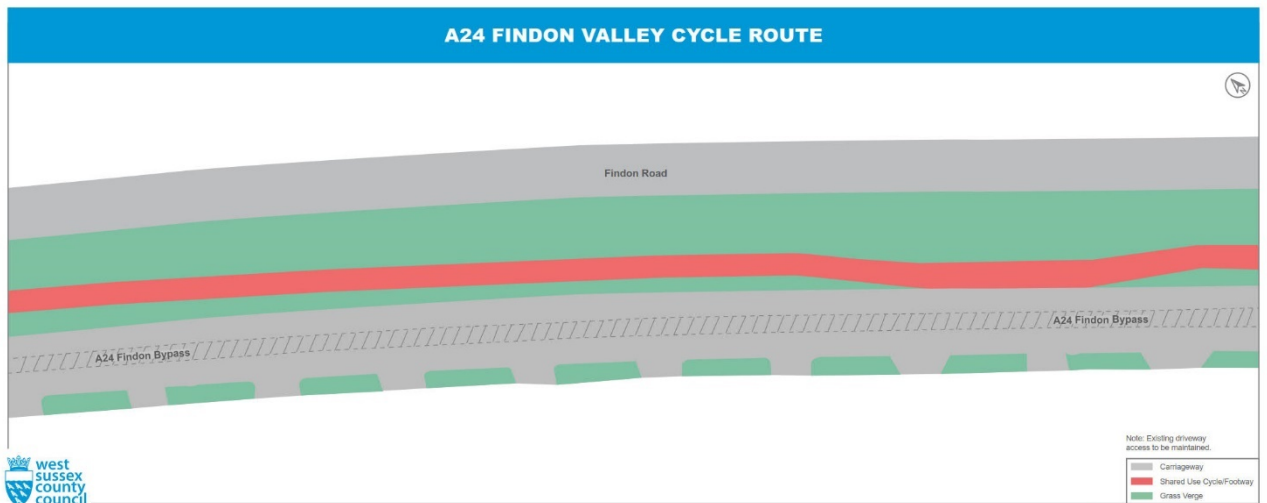


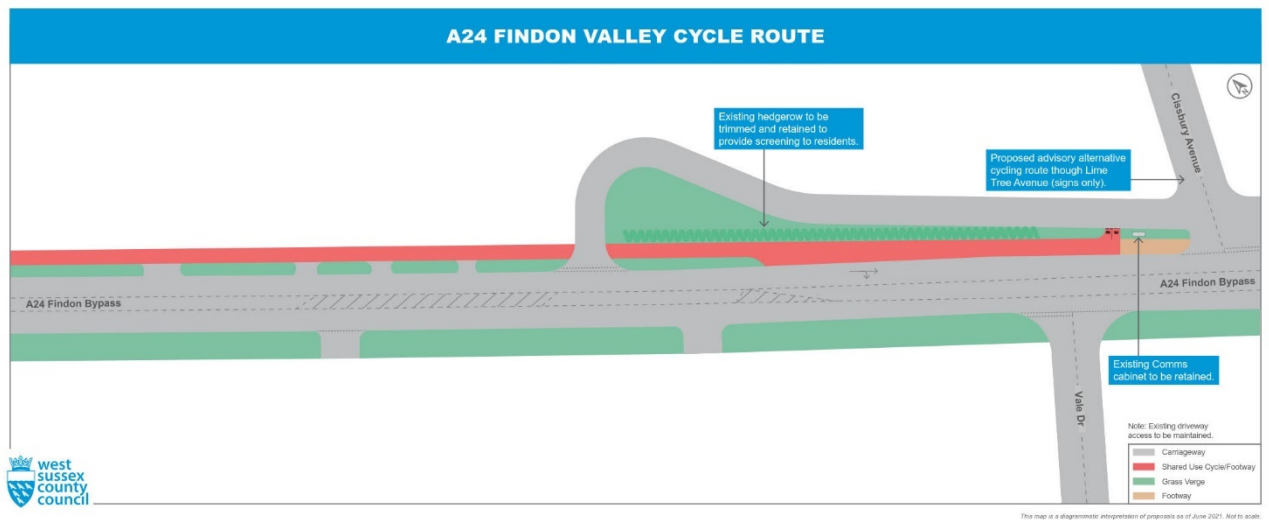
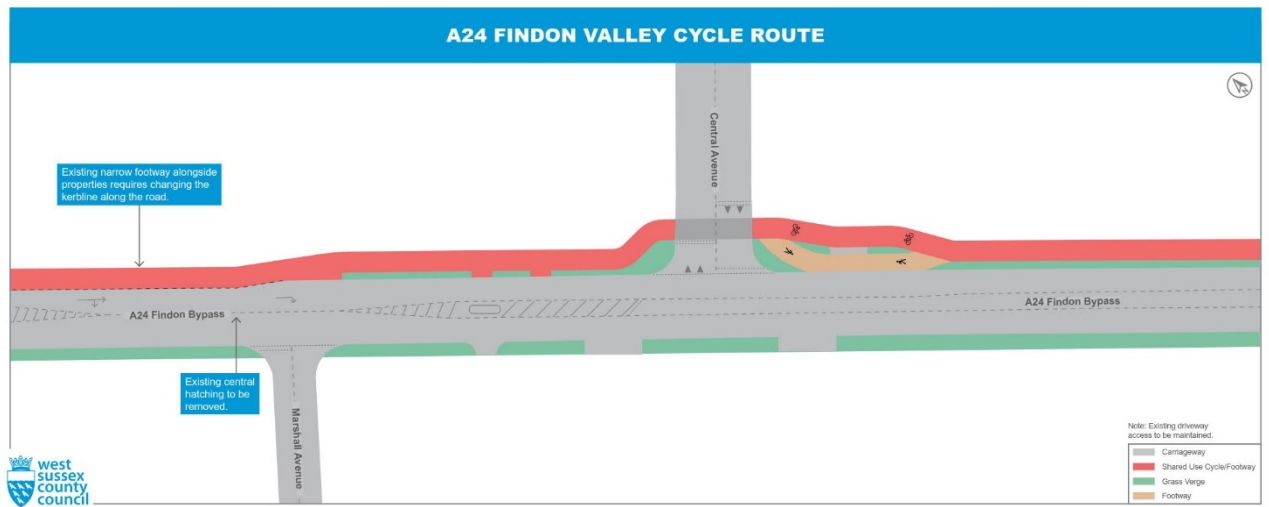
This map is a diagrammatic interpretation of proposals as of June 2021. Not to scale.



This map is a diagrammatic interpretation of proposals as of June 2021. Not to scale.







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# Questionnaire





## Consultation Questionnaire

As part of the Government's Active Travel Fund (ATF) initiative West Sussex County Council is consulting interested parties regarding walking and cycling improvements along the A24 Findon Road.

This consultation seeks your views on a shared cycle/ footway on the eastern side of the A24 between Findon Village and Findon Valley.

Your consultation response regarding the shared cycle/footway will assist the Council in determining the level of community support for the scheme.

Please ensure your response reaches us by **15<sup>th</sup> August 2021**

**Before you complete this questionnaire, we advise that you read the scheme information outlined on the website [www.westsussex.gov.uk/activetravel](http://www.westsussex.gov.uk/activetravel)**

**Privacy statement:** West Sussex County Council will process this data in accordance with the 2018 Data Protection Act, General Data Protection Regulations and any subsequent relevant legislation. West Sussex County Council is registered as a Data Controller (Reg. No. Z6413427). For further information about our Data Controller, please see [www.westsussex.gov.uk/privacy-policy](http://www.westsussex.gov.uk/privacy-policy).

The data will be collected, processed and analysed by our consultants, WSP, on behalf of West Sussex County Council for the purpose of this consultation only. For further information about WSP's data protection policy please see <https://www.wsp.com/en-GL/legal/privacy-policy>.

**Alternative Formats:** If you require any of the information for this project in an alternative format, please contact us on (01243 642105) or via email at ([activetravel@westsussex.gov.uk](mailto:activetravel@westsussex.gov.uk)) and we will do our best to assist you. If you are deaf or hard of hearing and have an NGT texting app installed on your computer, laptop or smartphone, you can contact us on 18001 (01243 642105).



## Section 1 – About you

### Q1. Are you responding as...?

Please select the option from the list below that most closely represents how you will be responding to this consultation. *Please select **one** option:*

- ☐ A West Sussex resident
- ☐ A representative of a local community group or residents' association\*
- ☐ On behalf of a Parish / Town / Borough / District Council in an official capacity\*
- ☐ A Parish / Town / Borough / District / County Councillor\*
- ☐ On behalf of an educational establishment, such as a school or college\*
- ☐ As a business owner or representative\*
- ☐ On behalf of a charity, voluntary or community sector organisation (VCS)\*
- ☐ A resident from somewhere else
- ☐ Other, please specify: \_\_\_\_\_

\*If you are responding on behalf of an organisation (business, community group, residents' association, council or any other organisation), please tell us the name of your organisation. *Please write **below**.*

\_\_\_\_\_

**Q2.** Please tell us your full postcode. This will help us understand if there are different views from residents in different areas.

\_\_\_\_\_

## Section 2 – Travel habits and preferences

**Q3.** Thinking about your normal travel habits (pre-coronavirus), on average, how often did you use the following methods of transport when travelling in your local area? *Please select **one** option for each method of transport.*

	Five or more times a week	Three to four times a week	One to two times a week	Less frequently	Never use
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorbike	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Private car – as a driver	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Private car – as a passenger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi – as a driver	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi – as a passenger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Van or lorry	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wheeling (use of wheelchair or mobility scooter)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other, please specify:					

## Section 3 – Attitudes to active travel

West Sussex County Council want to encourage active travel choices by offering safe, quick and easy walking and cycling options, particularly for short journeys.

**Q4.** How important do you think the following factors in deciding whether to use an active form of travel (i.e. walking or cycling)? *Please select **one** option per row.*

	Very important	Fairly important	Neither important or unimportant	Fairly unimportant	Not at all important	Don't know	Not Applicable
Increasing physical and mental health by keeping active	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental benefits such as improving air quality due to less congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Journey time is more reliable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduced cost of the journey	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increase activity on local streets to improve the sense of community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Supporting the local economy by visiting local shops and businesses more often	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Section 4 – Proposals for A24 Findon Valley

Before you complete the following questions, we advise that you read the scheme information outlined on the website [www.westsussex.gov.uk/activetravel](http://www.westsussex.gov.uk/activetravel)

We have developed a scheme to improve walking and cycling facilities next to the A24. The scheme would connect South Downs National Park gateway to Findon Village with Findon Valley.

A range of improvements are proposed along the route and include:

- A 2km-long shared use for walking and cycling which will be separated from the main carriageway along the A24
- Widening of footways to provide enough space for pedestrians and cyclists
- Junction improvements to give pedestrians and cyclists priority at certain locations.

This consultation seeks your views on the proposed shared cycle / footway on the eastern side of the A24 between Findon Village and Findon Valley.

**Q5.** In general, how much do you support or oppose a cycle scheme along the A24 between Findon Village and Findon Valley? *Please only select **one** option.*

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose	Don't know	Not Applicable
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q6.** Would this proposal encourage you to walk and cycle more often? *Please only select **one** option per row.*

	Yes	No	Don't know	Not Applicable
Walk more often	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle more often	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wheeling more often (use of wheelchair or mobility scooter)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



**Q7.** If you would like to provide more details for your response to this question, please tell us more here.

*350-word limit*

## Section 5 – More about you

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

**Q8.** Which of these age groups applies to you? *Please select **one** option.*

- ☐ 12 or under (Please do not answer any further questions)    ☐ 13-15  
☐ 16-24                      ☐ 25-34                      ☐ 35-49                      ☐ 50-59  
☐ 60-64                      ☐ 65-74                      ☐ 75-84                      ☐ 85+ over  
☐ I prefer not to say

**Q9.** Are you...? *Please select **one** option.*

- ☐ Male                      ☐ Female                      ☐ I prefer not to say

**Q10.** To which of these ethnic groups do you feel you belong? *Please select **one** option. (Source: 2011 Census)*

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

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

The Equality Act 2010 describes a person as disabled if they have a long standing physical or mental condition that has lasted, or is likely to last, at least 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day-to-day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS, for example) are considered to be disabled from the point that they are diagnosed.

**Q11.** Do you consider yourself to be disabled as set out in the Equality Act 2010? *Please select one option.*

☐ Yes      ☐ No      ☐ I prefer not to say

**Q12.** Are your day-to-day activities limited because of a health problem or a disability which has lasted, or expected to last, at least 12 months?

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

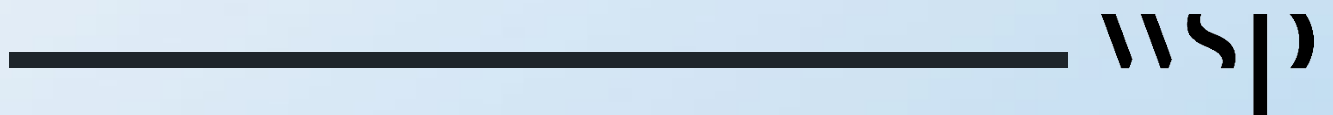
Thank you for taking the time to complete this questionnaire; your feedback is important to us. All feedback received will be reviewed and considered in the development of our proposals.

We will report back on the feedback we receive, but details of individual responses will remain anonymous and we will keep your personal details confidential.

**Closing date for responses: 15<sup>th</sup> August 2021**

# Appendix B

## Consultation Promotion



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**Poster**

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WSP

# Cycling and walking improvements in Findon Valley and Findon Village

## Have your say

**West Sussex County Council is seeking your feedback on a proposed scheme for walking and cycling on the A24 between Findon Valley and Findon Village**

**Survey is open from 19 July to 15 August 2021**



Your feedback is vital to let us know whether residents, businesses, cyclists, visitors and others would welcome the installation of the scheme

To get involved, please visit our website below. Alternatively email us at [activetravel@westsussex.gov.uk](mailto:activetravel@westsussex.gov.uk) or call us on 01243 642105

If you are deaf or hard of hearing and have an NGT texting app installed on your computer, laptop or smartphone, you can contact us on 18001 (01243 642105)

**[www.westsussex.gov.uk/a24-findon](http://www.westsussex.gov.uk/a24-findon)**

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## Postcard

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WSP



# Share your views

Survey is open from 19 July to 15 August 2021

**West Sussex County Council has secured Government funding to improve walking and cycling facilities in your area**

As well as improving safety, our proposals are designed to make this area a better, healthier and greener place for people to live or visit

We are asking for your feedback on a proposed scheme for walking and cycling on the A24 between Findon Valley and Findon Village

**To get involved, please visit:**

**[www.westsussex.gov.uk/a24-findon](http://www.westsussex.gov.uk/a24-findon)**



# Share your views

**The proposed scheme would see a shared path for cyclists and pedestrians on the eastern side of the A24 between Findon Valley and Findon Village**

Your feedback is vital to let us know whether residents, businesses, cyclists, visitors and others would welcome the installation of the scheme

**To find out more and have your say, please visit:**

**[www.westsussex.gov.uk/a24-findon](http://www.westsussex.gov.uk/a24-findon)**

**Please contact us using the details below if you are unable to access the survey online, or you need the information in an alternative format**

Email: [activetravel@westsussex.gov.uk](mailto:activetravel@westsussex.gov.uk) Telephone: 01243 642105

If you are deaf or hard of hearing and have an NGT texting app installed on your computer, laptop or smartphone, you can contact us on 18001 (01243 642105)

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## Social Media

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Like our plans for the A24, Findon? Take a look at our proposed ideas for walking and cycling improvements in your area. We are asking for your feedback which will be vital in shaping how these plans develop. To find out more and to have your say, please visit:

[westsussex.gov.uk/a24-findon](https://westsussex.gov.uk/a24-findon)

# Like our plans for the A24, Findon?

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**Let us know by 15 August 2021**



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**Have Your Say On Proposed Improvements**

LEARN MORE

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**Email**

\_\_\_\_\_ WSP



## Email

### **Subject Title: School Pre- Consultation Engagement for Proposed Walking & Cycling Improvement – A24 Findon**

Dear Head Teachers

As part of the Government's Active Travel Fund (ATF) initiative the County Council is consulting interested parties regarding a permanent cycling and walking facility on the A24 Findon Valley to Findon Village (proposed new 2km cycleway / footway adjacent to A24).

This is a route we recognise as being used by school pupils on a regular basis to access school and community facilities. We intend to run a formal consultation in July 2021, however, it is important that we give your school community the opportunity to feed into this before the summer break.

Once the formal consultation goes live you will receive a link inviting you to engage as a key stakeholder (Education). If this is still within term time you can then share this with staff, pupils and parents through your chosen communication methods. Many parents may if living within the scheme design area will also be contacted by direct mailing to residents.

The proposed improvement seeks to provide a shared facility between Findon Valley, starting at the Public Library and continuing along the A24 to Findon Village, joining the High Street adjacent to The Black Horse Pub. This will join with the existing shared use pathway south of the public library which is well used by young cyclists and pedestrians.

We recognised pupils from the area attend a number of local schools at both primary and secondary level and where pupils may not be walking or cycling to school, they could be accessing a school bus stop within the scheme or it may raise the perception of safety and enable new users to travel the route in a sustainable way.

Please would you indicate if you feel:

- The improvement detailed above would benefit your pupils and staff during school hours.
- The improvement would benefit your pupils and staff out of school hours.
- You would support the promotion of walking and cycling education following delivery of any improvement scheme.



- The scheme does not impact on your pupils
- You would like to comment further about the proposed scheme.

If you have any travel data that supports how pupils currently travel to school (within last 3 Years) or if you have any data from pupils that identifies barriers to travelling sustainably to your school, we would be very interested in seeing this. I have attached an outline survey that if you have the resource to complete prior to the end of term, this information could support the school travel point of view in relation to the scheme and any wider improvements outside this scheme. Any data can be sent to [activetravel@westsussex.gov.uk](mailto:activetravel@westsussex.gov.uk).

We look forward to receiving your response.

### Attachment

#### Active Travel Survey – A24 Findon Pupils and Staff Questionnaire.

#### SCHOOL NAME:

Q1. What year group are you, or your child (children) in?

A. 1<sup>st</sup> Child                      0        1        2        3        4        5        6

Q2a. How do you usually travel to and from school?

A. Walk   Cycle/Scoot   Car   Bus   Other

Q3. What are the reasons you travel this way?

A. Comment...

Q4. Is the journey to school usually?

- A. A journey especially to take the child/children to school
- B. A combined journey (ie: on way to work, other schools)
- C. Part of a car share arrangement
- D. Other

Q5. From which direction do you travel to the school?

- A. North
- B. South
- C. East
- D. West

Q6. Do you use the A24 as part of your school journey?

- A. Yes
- B. No

Q7. What do you think are the barriers to active travel within the community?

- A. Lack of safe crossing points
- B. Speed of traffic
- C. Lack of pathways
- D. Parking issues
- E. There are no issues

Q8. What would be the most effective improvement to your journey to school?

- A. Comments...

Q9. If you think there are barriers to travelling sustainably. What are they?

- A. Comments...

Q10. What else do you feel would encourage sustainable travel within Findon Valley and Findon Village, to the School and Community areas?

- A. Comments...

# Appendix C

## Code Frame

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## CODING FRAMEWORK

<b>SUPPORT</b>	
SUPP-001	Support
SUPP-002	Support- Project timeline
SUPP-003	Partial Support- Comments about the proposal being longer
SUPP-004	Partial Support - Comments about crossings
<b>OPPOSE</b>	
OPP-001	Oppose
OPP-002	Opposition - Cyclists should be away from the A24
OPP-003	Opposition - Separate space needed for pedestrians and cyclists
OPP-004	Opposition - Comments about money/funding
OPP-005	Opposition - Proposal will not be used
OPP-006	Opposition - Proposal will not make any difference
OPP-007	Opposition - Proposal will make it worse for pedestrians
OPP-008	Partial opposition - Suggestion of alternative proposal or location
<b>ACTIVE TRAVEL</b>	
ACT-001	Walking/cycling opportunity - Connections
ACT-002	Walking/cycling opportunity - Improving school commute/connections
ACT-003	Walking/cycling opportunity - Improving employment commute/connections
ACT-004	Walking/cycling opportunity - Encouraging modal shift
ACT-005	Walking/cycling issue - Concerns about the footpath being too narrow
ACT-006	Walking/cycling issue - Misuse/speeding
<b>SAFETY</b>	
SAF-001	Existing issue
SAF-002	Opportunity to improve safety
SAF-003	Proposed speed limit reduction
SAF-004	Maintain existing provision
SAF-005	Proposal not safe
<b>TRAFFIC</b>	
TRAF-001	Existing issue
TRAF-002	Concerns about the narrowing of road for cars
TRAF-003	Traffic-calming opportunity
TRAF-004	Proposals will make traffic/congestion worse
<b>ACCESS</b>	
ACCE-001	Concerns about parking
ACCE-002	Concerns about accessibility for equestrian users
ACCE-003	Concerns about accessibility for disabled/elderly
<b>ENVIRONMENT</b>	
ENVI-001	Existing issue- Noise
ENVI-002	Existing issue - Air quality
ENVI-003	Proposals having a positive effect on the environment
ENVI-004	Proposals having a negative effect on the environment

MAINTENANCE	
MAIN-001	Existing issue
MAIN-002	Future maintenance
OTHER	
OTH-001	More scheme detail required
OTH-002	Other - Comments about other schemes in the area
OTH-003	Other - Consultation
OTH-004	No comment made on proposal



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