

Key findings from LCWIP Consultation

Executive summary:

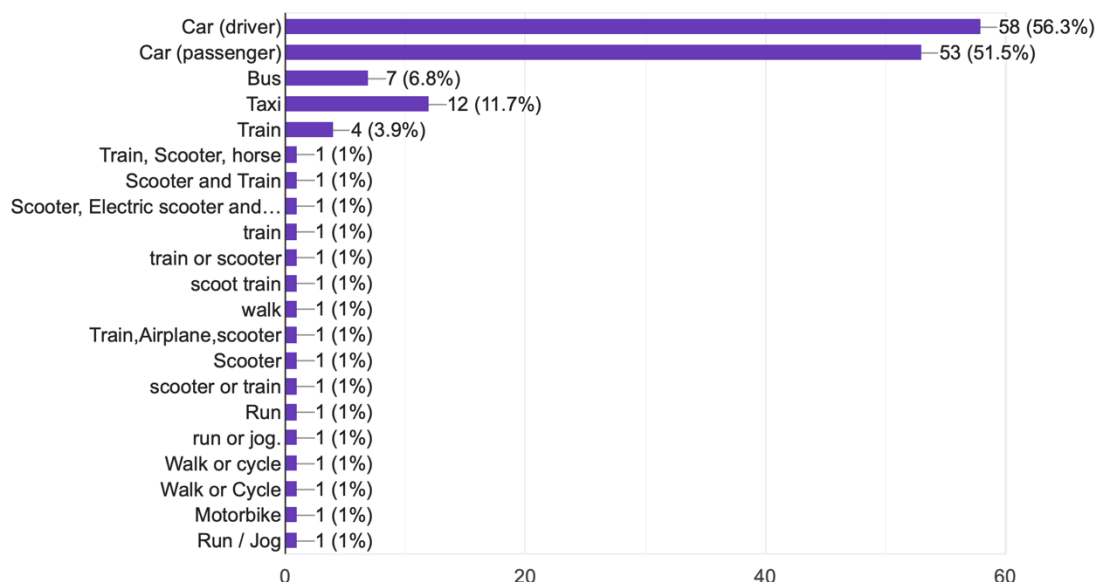
- Walkers would walk more if infrastructure was improved (wider pavements, dropped kerbs, continuous paths, better road surface, segregation where needed).
- Fewer respondents were cyclists (about 10%) but a higher proportion would cycle more if safe/direct to do so than the increase in walkers
- Main reasons for not walking/cycling more now are safety, traffic, lack of routes & lack of crossing points (esp Ford Road & The Causeway)
- Driving is convenient especially if luggage is needed, time is short, or weather bad.
- Buses are seen as unreliable
- Draft network is supported but need to add Walberton & Burpham
- Arundel needs a parking strategy/shared space
- Rat running is a big issue as is HGV's on Ford Road
- Awareness of routes would also increase usage

Detailed Report below (graph numbers refer to questionnaire questions).

1. 103 responses in total

1a If you do not walk or cycle for some short trips, what type of transport are you most likely to use instead? (tick all that apply)

103 responses

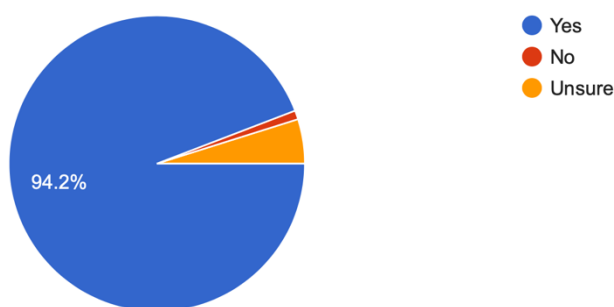


2. Over half are either car drivers (56%) or passengers (51%), bus 7%, taxi 12%, train 4%

- a. Reasons:
- i. Convenience, can decide when to travel
 - ii. If late, running behind, saves time
 - iii. To travel quickly
 - iv. To get there safely, in comfort
 - v. Buses unreliable
 - vi. To carry luggage/equipment
 - vii. Lack of cycle path
 - viii. Adverse weather
 - ix. Due to age, or health reasons
 - x. No other option

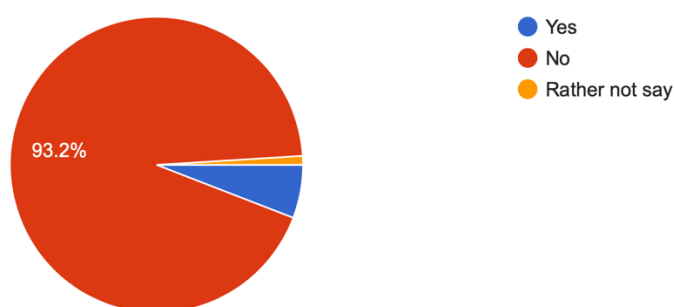
3. All other modes including walking & cycling at 1%, mainly for environmental reasons

2 - The aims of an LCWIP are to create: Better Safety, Better Mobility, Better Streets (see the documentation for more details) Note: no scheme w...port these LCWIP aims in principle, for Arundel?
103 responses



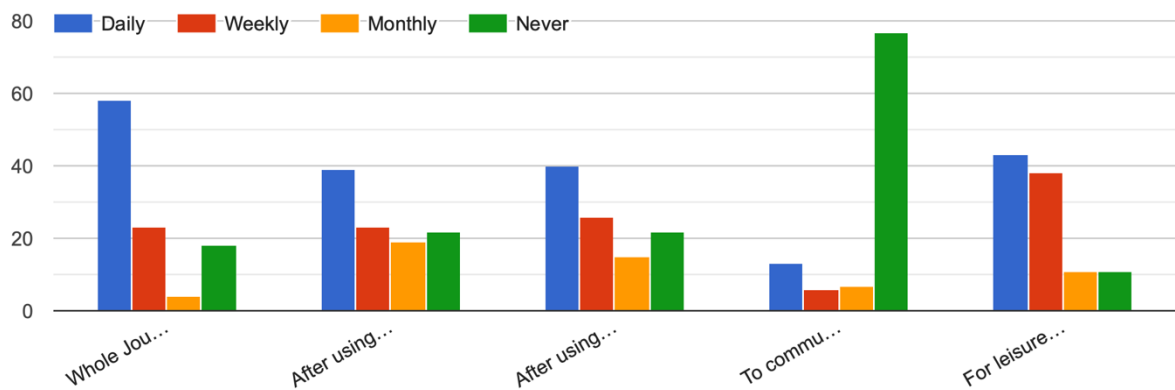
3 - Do you have any mobility constraints?

103 responses



4. 94% support aims of the LCWIP in principle, 7% have mobility constraints

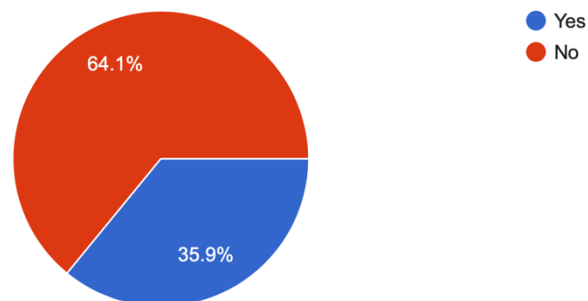
4a - How often do you currently walk in the Arundel area?



5. Most people (78) never commute by walking, but 58 people do walk their whole journey every day, a significant number also walk for the rest of the journey after driving.

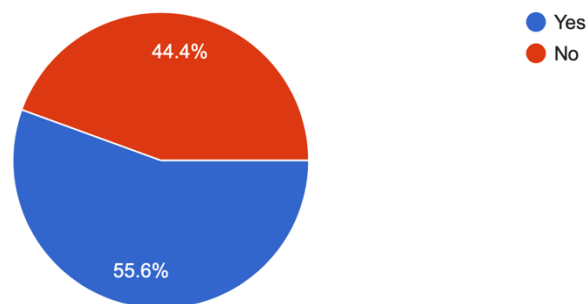
4b - Do you avoid walking in Arundel due to the quality of the routes?

103 responses



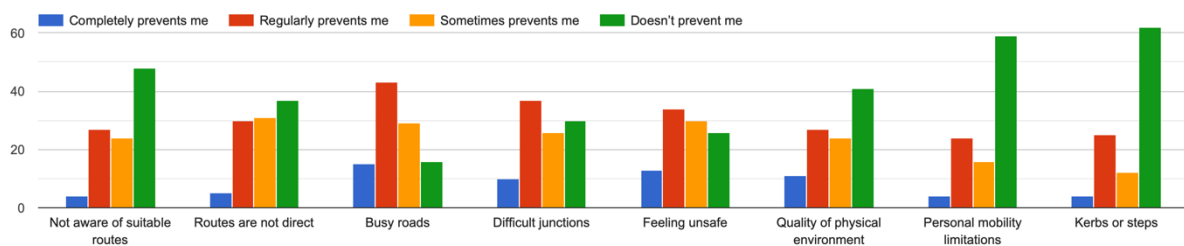
4c - If Yes, does this mean you use Arundel facilities less than you would like to?

72 responses



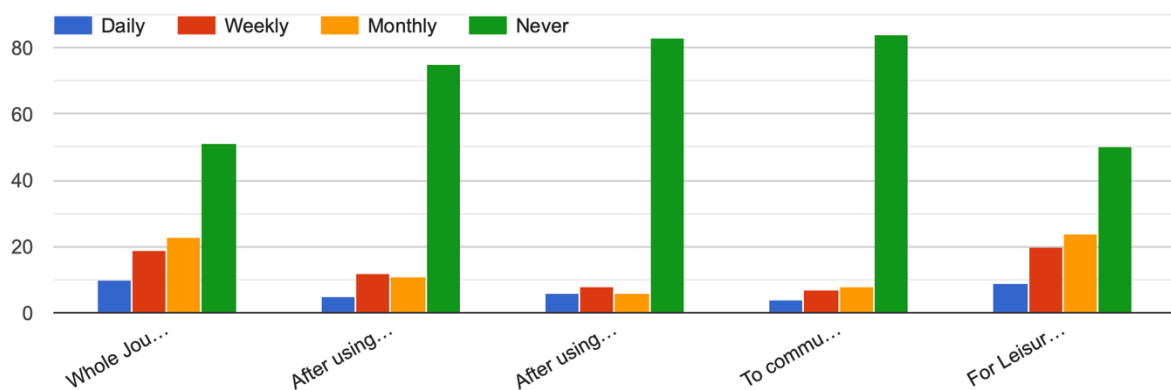
6. 36% of respondents avoid walking in Arundel due to the quality of the routes, and over half of these would like to walk more.

5 - To what extent do the following prevent you from walking or more frequently? (Note: If you are unable to negotiate kerbs or steps, answer "Completely", where appropriate).



7. Busy roads, indirect routes, difficult junctions and feeling unsafe are the main factors preventing people from walking or more frequently.

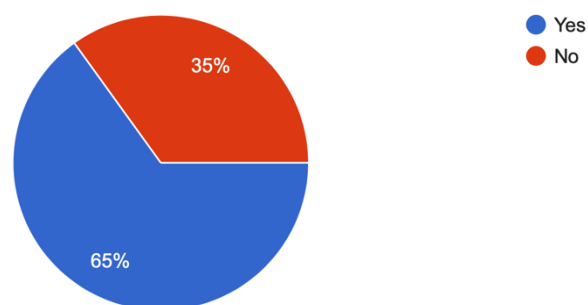
6a - How often do you currently cycle in the Arundel area?



8. Cyclists represent only about 10% of respondents, mostly for leisure less so to commute.

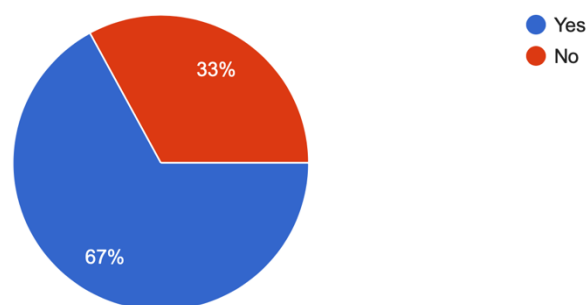
6b - Do you avoid cycling in Arundel due to the quality of the routes?

103 responses



6c - If Yes, does this mean you use Arundel facilities less than you would like to?

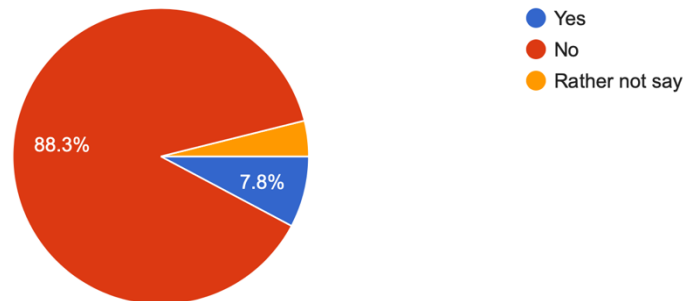
88 responses



9. 65% avoid cycling due to the quality of the routes, almost double the number of walkers put off, and 67% would like to cycle more.

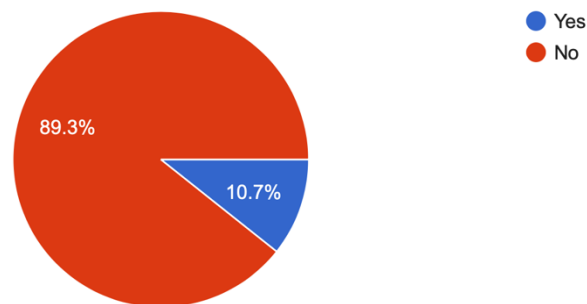
7 - Do you use a cycle as a mobility aid?

103 responses



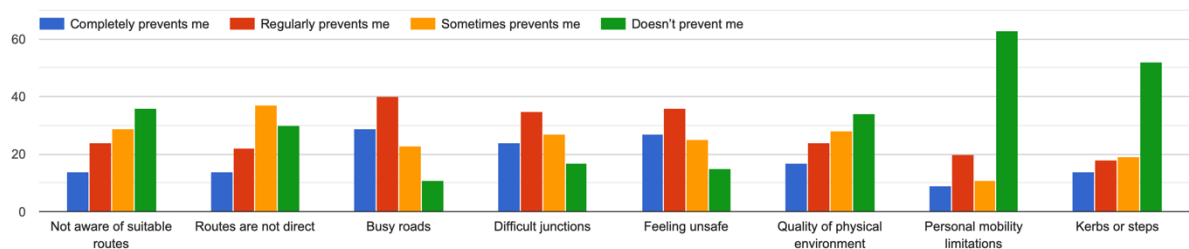
8a - Do you use adapted bikes, cycle trailer, cargo bike (or similar)?

103 responses



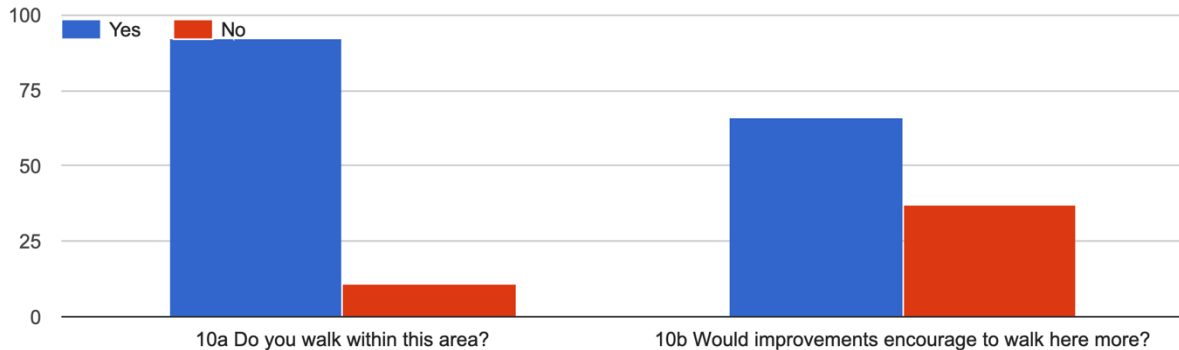
10. 8% of people use a cycle as a mobility aid, and 11% use an adapted bike, 23% would like to use an adapted bike, but do not at the moment.

9 - To what extent do the following prevent you from cycling at all or more frequently?



11. Not being aware of routes, indirect routes, busy roads, difficult junctions and feeling unsafe are all significant reasons why people do not cycle or do so more.

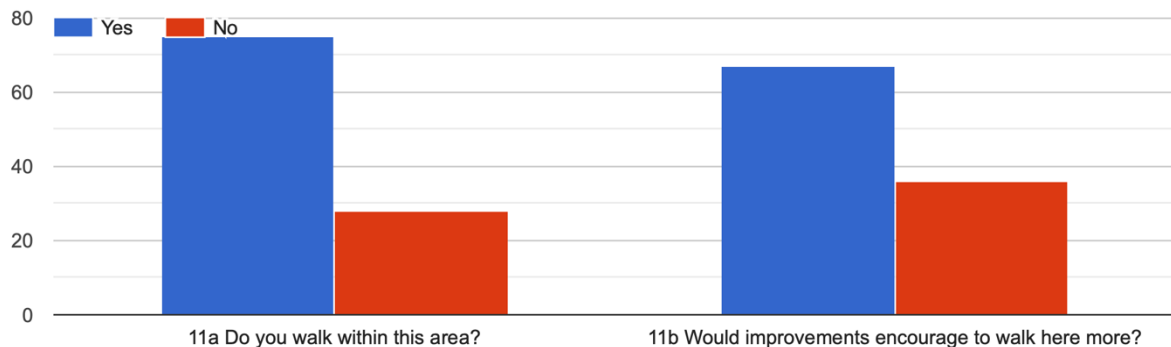
Walking Zones - Z1 High Street, Mill Road, London Road



12. Walking Zone I – High Street, Mill Road, London Road

- a. Over 90 people currently walk here and 64 people would walk here more if improved.
- b. Reasons/suggestions given:
 - i. Need wider pavements & less clutter
 - ii. Improve kerbs
 - iii. Should be a larger pedestrian area High St & Tarrant St
 - iv. Quieter roads, less cars
 - v. Better signage at schools
 - vi. Improve safety for cyclists and pedestrians
 - vii. Slower speed (on Mill Road)
 - viii. More off road parking, reduce dominance of cars
 - ix. Stop rat running
 - x. More trees, benches
 - xi. Open access through Norfolk Centre
 - xii. Pedestrian crossing on north end of bridge
 - xiii. Road markings to show crossing points
 - xiv. Mount Pleasant & Park Place unsafe no pavement
 - xv. Remove vans on Mill Road

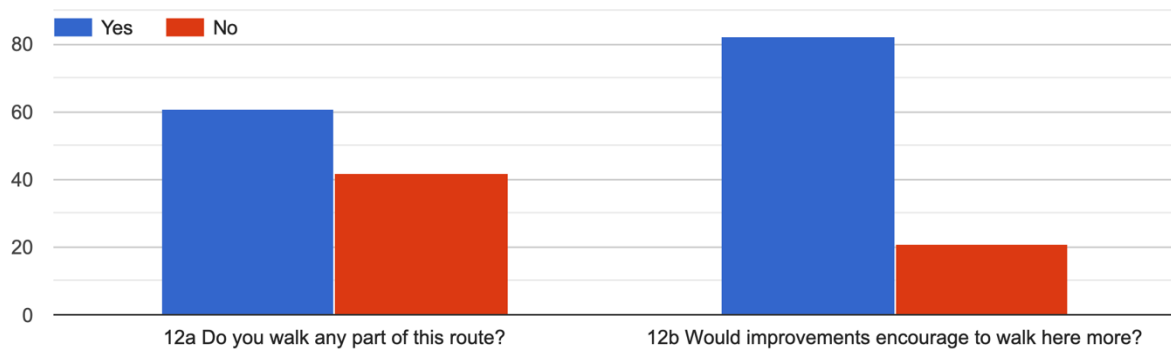
Walking Zones - Z2 Underpass, Canada Road, Torton Hill



13. Walking Zone 2 – Underpass, Canada Road, Torton Hill:

- a. 75 currently walk in this area, 67 would walk more if improved, a higher ratio than WZ1.
- b. Reasons/suggestions:
 - i. Prioritise walking/cycling
 - ii. Quieter roads, no rat running (stop east bound traffic turning into Jarvis Road).
 - iii. More crossings – esp Ford Road after underpass
 - iv. Traffic lights
 - v. Wider pavements
 - vi. More trees
 - vii. More safe, traffic calming on Canada Road
 - viii. Better route to pharmacy, scout hut & park (Canada Road)
 - ix. Better (wooden) bus shelter on Canada Road
 - x. Non-muddy direct route from Ford Road to Canada Road (by Baptist Church)
 - xi. More off road parking to ease congestion on roads
 - xii. Bikes & pedestrians should be segregated in the underpass
 - xiii. Signage, inc for woodland walks
 - xiv. Pavement up left hand side of Canada Road
 - xv. Lighting in underpass

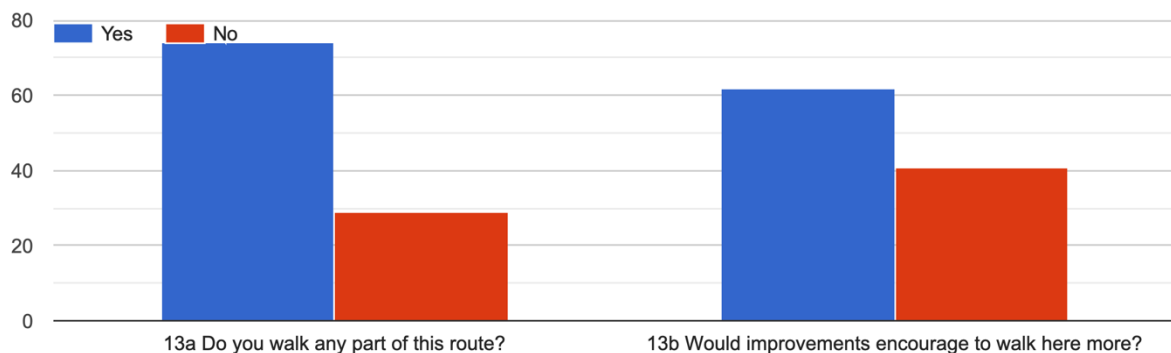
Walking Routes - W1 High Street to Ford station



14. Walking Route I – High St to Ford Station:

- a. 60 people currently walk along this route, 82 would walk there more if improved.
- b. Reasons/suggestions:
 - i. More crossings
 - ii. Walk & Cycle route
 - iii. Wider pavements, better surfaces
 - iv. Traffic lights
 - v. Increased safety, currently v dangerous
 - vi. High speed and no pavement
 - vii. Reduce traffic
 - viii. Lighting
 - ix. Link to a259
 - x. Parking on pavements
 - xi. River path too long

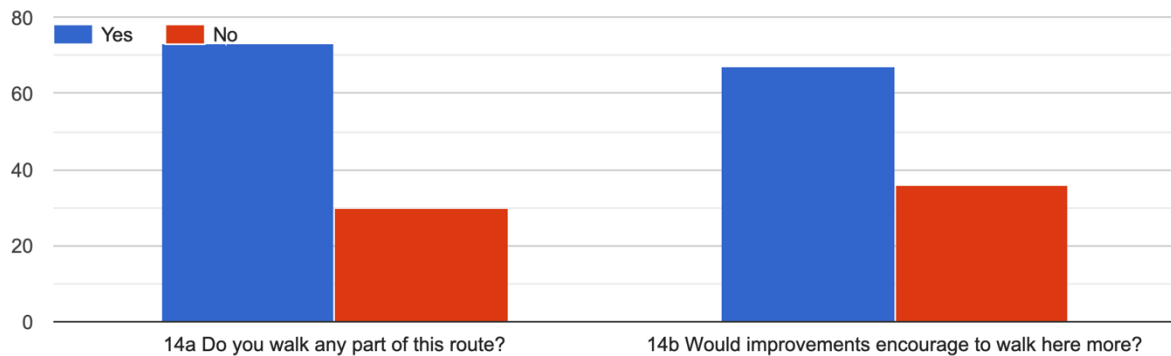
Walking Routes - W2 Arundel station to High Street



15. Walking Route 2 – Arundel station to High Street:

- a. 74 people currently walk this, 62 would walk more if improved.
- b. Reasons/suggestions:
 - i. More Crossings esp at Causeway
 - ii. Causeway section un-safe by roundabout
 - iii. Better (wider) pavements
 - iv. Traffic lights
 - v. Lighting on the station path
 - vi. Encourage less use of A27 crossing, better signage
 - vii. Continuous path
 - viii. Control vegetation on station path

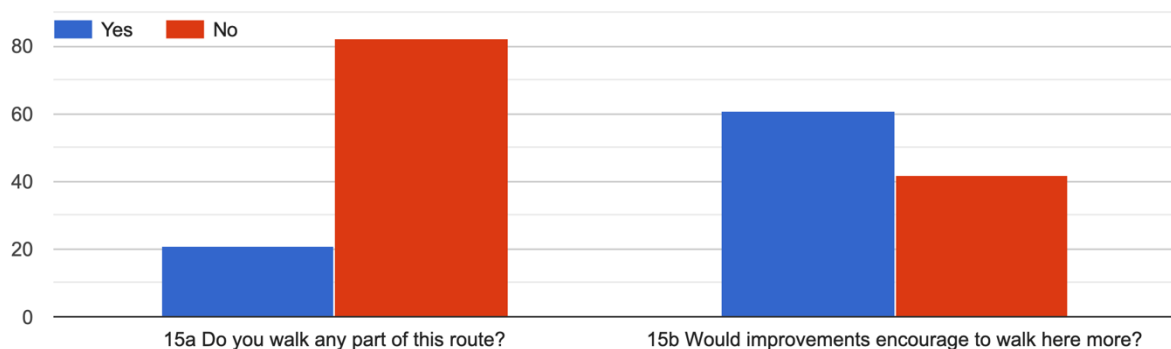
Walking Routes - W3 Mill Road (Post Office) to Black Rabbit pub



16. Walking Route 3 – Mill Road to Black Rabbit:

- a. 73 people currently walk this, 67 would walk more if improved
- b. Reasons/suggestions:
 - i. Needs a continuous pavement on a designated path from Town Quay to lake to pub
 - ii. Improve safety after the bridge
 - iii. Traffic light
 - iv. Reduce car speeds
 - v. Reopen path on WWT side after bridge
 - vi. Remove parking
 - vii. New pedestrian path alongside bridge without steps
 - viii. Use River path

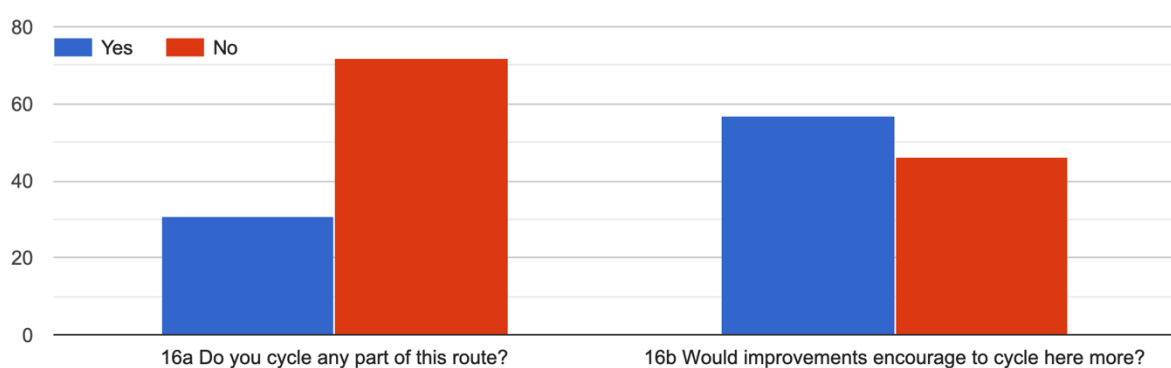
Walking Routes - W4 Lyminster to Arundel station



17. Walking Route 4 – Lyminster to Arundel Station

- a. 20 people currently walk this, 60 would walk more if improved
- b. Reasons/suggestions:
 - i. Better direct & continuous footpath (no stiles/gates)
 - ii. Avoid crossing busy A27
 - iii. Too muddy
 - iv. Pedestrian bridge north of station to avoid A27
 - v. Promote this route, no knowledge of FP2207

Cycle Routes - C1 Arundel station to High St and St Philip's school

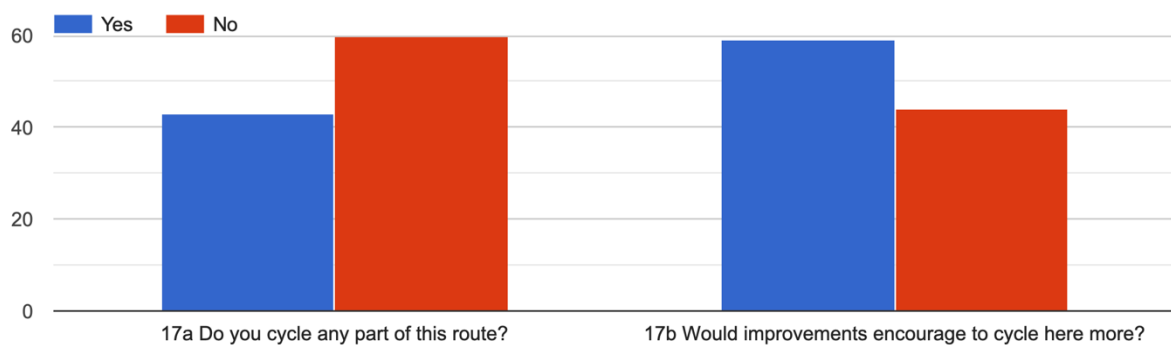


18. Cycle Route 1 – Arundel Station to St Philips School via High Street:

- a. 30 people currently cycle this, 57 would cycle more if improved
- b. Reasons/suggestions:
 - i. Safer designated pavements/cycle route
 - ii. Too many hills

- iii. Traffic light
- iv. Remove cars – High St & at Co-Op
- v. Busy traffic, so not safe with children
- vi. Improve road surface -bumpy, pot holes
- vii. Walk rather than cycle for this distance
- viii. High St should be walker & cycle priority
- ix. Crossing to Burpham Road needs to be made safe
- x. Reduce vegetation on station path

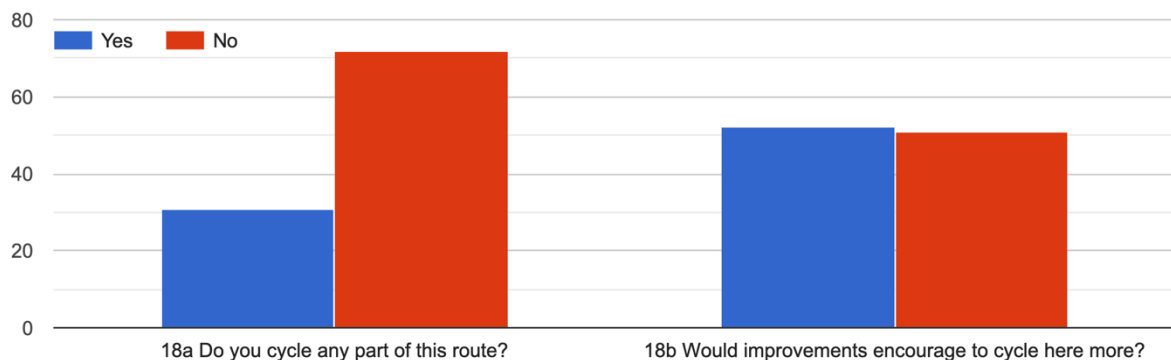
Cycle Routes - C2 Fitzalan Rd to High St and Black Rabbit



19. Cycle Route 2 – Fitzalan Road to Black Rabbit:

- a. 42 people currently cycle this, 59 would cycle more if improved
- b. Reasons/suggestions:
 - i. Cycle path needed
 - ii. Reduce speeds
 - iii. Traffic light
 - iv. Wider pavements
 - v. Would cycle more with children if safe
 - vi. Tractors sometimes travel fast here
 - vii. Improve road surface
 - viii. Road markings for cyclists – Queen St & Mill Road
 - ix. Parking around Co-Op
 - x. Parking near lake, cars reversing into carriageway

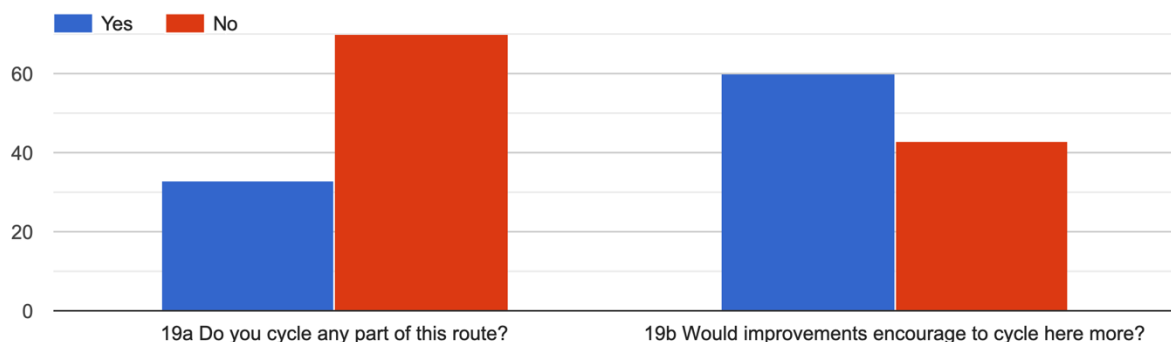
Cycle Routes - C3 Fitzalan Rd to High St and ACE School



20. Cycle Route 3 – Fitzalan Road to ACE School via High Street:

- a. 31 people currently cycle this, 52 would cycle more if improved
- b. Reasons/suggestions:
 - i. Lower speeds
 - ii. Safer pavement
 - iii. Too many cars
 - iv. Cycle path on underpass
 - v. Improved road surface
 - vi. Safe crossing at Ford Road
 - vii. Improved path to river path by Gas Works site
 - viii. Improved crossing of A27
 - ix. Stop Canada Road as a rat run from A27
 - x. Improve car parking around Baptist Church to Torton Hill/Canada Road

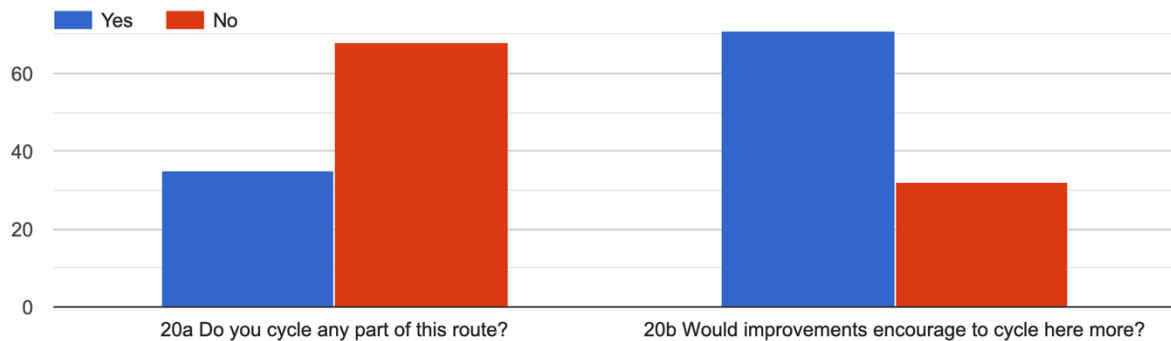
Cycle Routes - C4 Ford Rd to library and St Philip's school



21. Cycle Route 4 – Ford Road to St Philips School:

- a. 33 people currently cycle this, 60 would cycle more if improved
- b. Reasons/suggestions:
 - i. Cycle path
 - ii. Improved pavements
 - iii. Lower speeds, enforce speed limits
 - iv. Ford Road unsafe for cycling (with children)
 - v. Parked cars narrow the road
 - vi. Ford Road (& others) should be a Home Zone
 - vii. Better signage
 - viii. Better crossing points
 - ix. Too many cars on Mount Pleasant

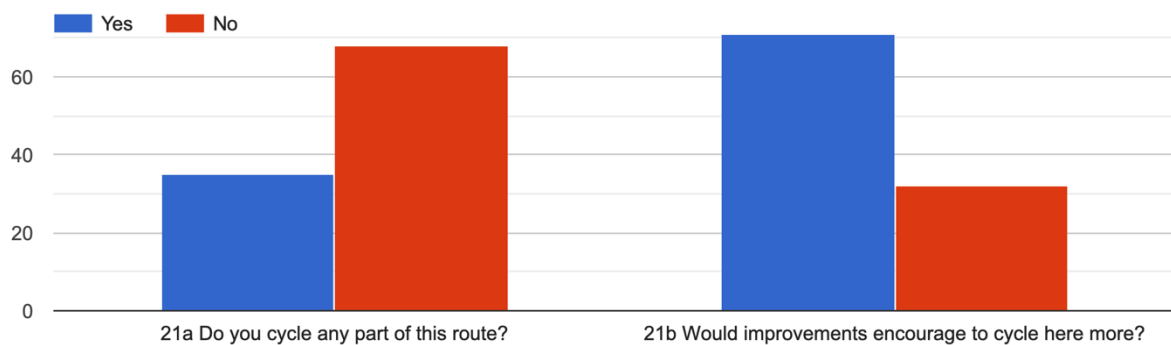
Cycle Routes - C5 Arundel station to Ford Rd, Jarvis Rd and White Swan on A27



22. Cycle Route 5 – Arundel Station to Ford Road, Jarvis Road, White Swan on A27:

- a. 35 people currently cycle this, 70 would cycle more if improved
- b. Reasons/suggestions:
 - i. Better/wider pavements
 - ii. Lower speeds
 - iii. Traffic lights
 - iv. HGV restrictions
 - v. Safe crossings
 - vi. Improve road surface
 - vii. Separate walking/cycle route

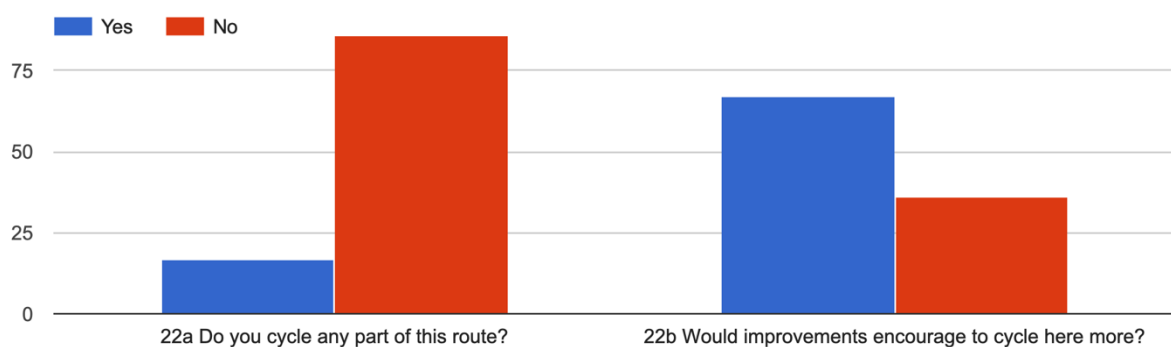
Cycle Routes - C6 High St to Ford Rd and Ford station



23. Cycle Route 6 – High St to Ford Station:

- a. 35 people currently cycle this, 70 would cycle more if improved
- b. Reasons/suggestions:
 - i. Continuous cycle path
 - ii. Lower speeds
 - iii. Improve safety
 - iv. Make Tarrant St two way for cycles
 - v. HGV restrictions
 - vi. Residential area of Ford Road should be a Home Zone
 - vii.

Cycle Routes - C7 Lyminster to Arundel station (off road)



24. Cycle Route 7 – Lyminster to Arundel Station:

- a. 18 people currently cycle this, 69 would cycle more if improved
- b. Reasons/suggestions:
 - i. Safety
 - ii. Needs to be a cycling route (bridleway)

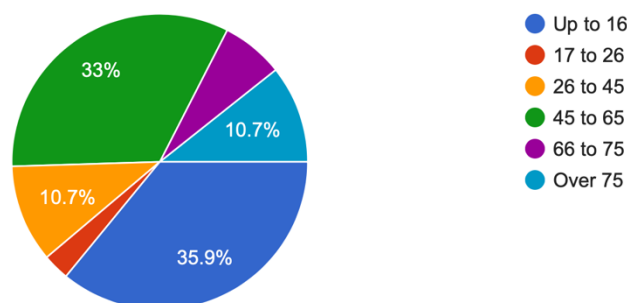
- iii. Avoid wet areas, so accessible all year
- iv. Need to avoid Crossbush
- v. Church lane, Lyminster should be a Home Zone
- vi. Signage

25. Further comments:

- i. Safer routes and stop climate change
- ii. Lower speeds for children
- iii. Children would be better off cycling & walking more
- iv. Make Tarrant St two way for cycles
- v. Less space for cars on road, more resident parking away from High Street
- vi. Pedestrianise High Street
- vii. Avoid A27 at Crossbush
- viii. Arundel to Burpham Road needs to be included
- ix. More dropped kerbs for wheelchairs
- x. Too much traffic generally, inhibits cycle users
- xi. Reduce rat running
- xii. Parking strategy – for residents and electric cars, visitors in car parks
- xiii. Walking and cycle routes must be continuous & avoid conflicts with motor vehicles
- xiv. Make Relief Road for both walking and cycling
- xv. Include new development at Ford Road, Arundel Gate, to Ford Station, ACE school etc
- xvi. Need a cycle path up A284 to Whiteways or in Arundel Park to SDW
- xvii. Need a cycle path on A27 to Chichester, currently indirect via Fontwell
- xviii. Take account of ecology & wildlife
- xix. More cycle parking
- xx. Make Ford Road pedestrian and cycle friendly, extend 30mph beyond Priory Lane.
- xxi. Include Arundel to Walberton, via Binsted Lane, then on to A27
- xxii. Prioritise Ford Road route

25 In which age range are you (personally)?

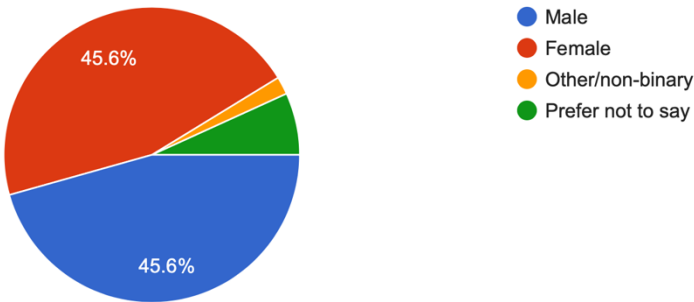
103 responses



26. Respondents represented all ages 36% under 16, 33% 45-65, 17% over 65, 14% 17 to 45

26 What is your gender?

103 responses



27. Split equally between male/female

28. Majority from BN18, some BN17