

Developing the third cycling and walking investment strategy (CWIS3)

1. Introduction

Thank you for responding to this consultation which is asking for your views on what you think the third cycling and walking strategy should include.

Closing date is 15 December 2025.

Print or save a copy of your application

When you get to the end of this questionnaire, you will be offered the chance either to print or to save a copy of your application for your records. This option appears after you press 'Submit your response'. All questions are optional unless marked otherwise.

View all questions

This survey provides questions based on user choice, an [overview of the questions is available \[opens in a new window\]](#). All survey questions are optional unless stated otherwise.

Save and continue option

You have an option to 'save and continue' your response at any time. If you do that you will be sent a link by email to allow you to continue your response where you left off.

It's very important that you enter your correct email address if you choose to save and continue. If you make a mistake in the email address you won't receive the link you need to complete your response.

Accessibility statement

Read our [accessibility statement for SmartSurvey forms \[opens in a new window\]](#).

Data protection regulations

The Department for Transport (DfT) is running this consultation which is asking for your views on what you think the third cycling and walking strategy should include.

View our [DfT online form and survey privacy notice \[opens in a new window\]](#) for more information on how your personal data is processed in relation to this survey.

Although we are not asking for sensitive personal data, any that is provided in response to this consultation will be processed under article 9.2.g, substantial public interest, with reference to the Data Protection Act Schedule 1 Part 2 Section 8 for the purpose of equality of opportunity or treatment.

Do not include personal information in your responses unless specifically requested.

2. Your information

1. What is your name?

Transport Planning & Policy Team – *please note this is an officer level response on behalf of the County Council*

2. What is your email address?

LTP@westsussex.gov.uk

3. Are you responding on behalf of an organisation?

Yes

No

3. Organisation details

4. What is your organisation's name?

West Sussex County Council

5. What best describes your organisation?

- Local authority
- Third sector organisation
- Private sector organisation
- Industry body
- Trade body
- Professional body
- Another type of organisation:

4. Local authority

We are proposing a performance monitoring methodology for CWIS3. This includes the following 4 local transport authority performance indicators OF:

- reducing the number of pedestrians and cyclists killed or seriously injured (KSI)
- a percentage increase in active travel stages taken by walking and cycling
- an increase in miles of compliant new and improved active travel network produced
- a maintained or improved active travel capability rating

6. Do you agree or disagree with the proposed approach to performance monitoring of local transport authority outcomes frameworks using the performance indicator of:

	Agree	Disagree	Don't know
reducing the number of pedestrians and cyclists KSI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a percentage increase in active travel stages taken by walking and cycling	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
an increase in miles of compliant new and improved active travel network produced	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a maintained or improved active travel capability rating	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If disagreeing explain why?

A percentage increase in active travel stages taken by walking and cycling

The County Council supports a measure of active trips being considered, but it is unclear how this can be efficiently but regularly and meaningfully measured at the local transport authority area, assuming the intention is to enable comparisons between transport authorities nationally. For this reason, the County Council does

not currently monitor and report on active travel stages as part of its annual LTP monitoring.

Sources of information such as the national travel survey do not provide sample sizes large enough at the local transport authority to enable meaningful insights and comparisons. While there may be opportunities with local transport body scale regional travel surveys, such as the recent Transport for the South East (TfSE) Regional Travel Survey, there is no current commitment to undertake this survey annually, and this type of survey is not currently repeated across each Sub-National Transport Body area if enabling comparability across local authorities nationally is also the intention.

The School Census used to collect information about modes of travel used by pupils travelling to and from school, however has not been collected recently, which is believed to be in part due to the administrative burden on schools of collecting this information.

West Sussex is a diverse county with almost 4,000km of footway including throughout urban areas, but also over 4,000km of public right of way, linking rural areas and facilities across the county. The county also has an older age structure than that of the South East region, with rural populations typically being older than urban areas. Consequently there is large variation in how this active travel network is used, from journeys to work, school, shops and other services, to leisure related trips particularly amongst older people in rural areas. There are challenges in being able to effectively monitor the diverse use of this large and diverse network.

A maintained or improved active travel capability rating

The County Council feels that this could be a useful local transport authority measure, however it is unclear how frequently capability assessments will take place and how this would align with reporting on the outcomes framework. If capability ratings are only reviewed infrequently, then authorities could be unfairly penalised whilst waiting for its capability rating to be reviewed.

5. Local authority

7. How can Active Travel England (ATE) support local authorities in making local targets?

It is unclear whether this question is referring to ATE supporting local authorities measuring local performance indicators or local targets, setting appropriate local targets, or achieving locally set targets, or all of these.

With regards to support with measuring local performance indicators further information should be shared by ATE on the specific proposed measures for each of the performance indicators to ensure local transport authorities are in a position to provide the performance data required.

With regard to setting and achieving local active travel targets, while the County Council supports the ambition suggested in the CWIS3, the uncertainties of future available funding for delivery of active travel infrastructure, means that there is likely to be a reluctance to specify specific local mode share targets for active travel take up, other than a 'direction of travel' type indicator such as increasing rates of active travel take up.

6. Proposal

We are consulting and asking for your views on what you think the third cycling and walking strategy should include.

This includes:

- what the national vision for active travel should be
- the objectives which support the long-term vision for active travel
- the performance monitoring methodology including what both the key and further performance indicators should be

[Full information on our proposals is given within our consultation information.](#)

The government has proposed the national vision for active travel as:

"By 2035, the government wants walking, wheeling and cycling to be a safe, easy and accessible option for everyone — allowing people to embed the economic, health and environmental benefits of active travel into their daily life if they choose."

8. Do you agree or disagree with the proposed national vision for active travel?

Agree

Neither agree nor disagree

Disagree

Don't know

7. Disagree with national ambition

9. Why do you disagree with the proposed national vision for active travel and what potential alternatives do you suggest?

8. Ensuring people are safe to travel objective

We are proposing 2 new objectives for CWIS3 that will support the long-term vision for active travel. These are:

1. Ensure people are safe to travel actively.
2. Ensure people feel it is an easy choice.

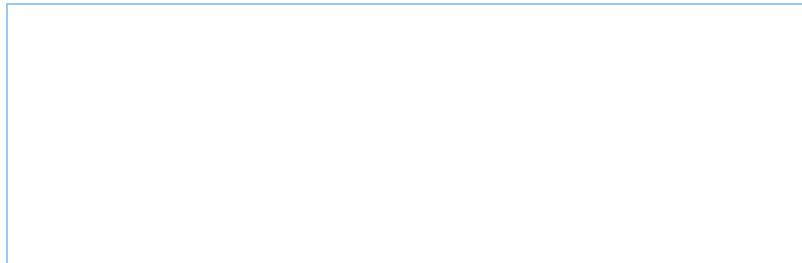
These proposed objectives capture the main barriers preventing people from walking, wheeling and cycling particularly for women and children.

10. Do you agree or disagree with the objective: 'Ensure people are safe to travel actively'?

- Agree
- Neither agree nor disagree
- Disagree
- Don't know

9. Disagree with ensure people are safe to travel actively

11. Why do you disagree with the objective: ‘Ensure people are safe to travel actively’ and what potential alternatives do you suggest?



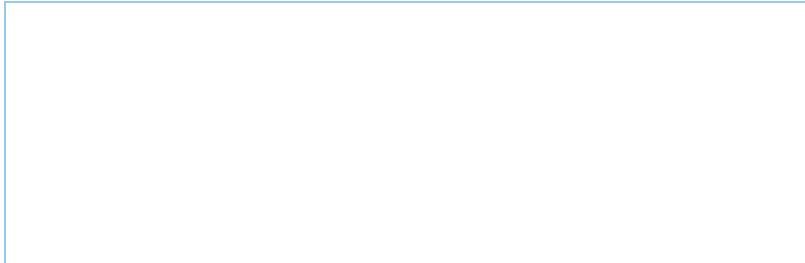
10. Ensuring people feel it is an easy choice objective

12. Do you agree or disagree with the objective: 'Ensure people feel it is an easy choice'?

- Agree
- Neither agree nor disagree
- Disagree
- Don't know

11. Disagree with ensuring people feel it is an easy choice objective

13. Why do you disagree with the objective: 'Ensure people are safe to travel actively' and what potential alternatives do you suggest?

A large, empty rectangular box with a thin blue border, designed for a respondent to write their answer to the question above.

12. Performance monitoring

We are proposing a performance monitoring methodology for CWIS3. This includes key performance indicators that reflect the output of government investment into active travel through a range of official statistics.

The key performance indicators are to:

- increase the percentage of people that achieve 150 mins a week activity through active travel by 2030
- increase the percentage of walking and cycling stages per person by 2030
- increase the percentage of walking and cycling trips per person to and from school
- decrease the rate of cyclists and pedestrians killed on England's roads, measured as the number of fatalities per billion miles walked and cycled
- decrease the rate of cyclists and pedestrians seriously injured on England's roads, measured as the number of serious injuries per billion miles walked and cycled
- decrease the percentage of people walking and cycling concerned about safety

14. Do you agree or disagree with the following proposed key performance indicators?

	Agree	Neither agree nor disagree	Disagree	Don't know
Increase the percentage of people that achieve 150 mins a week activity through active travel by 2030	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increase the percentage of walking and cycling stages per person by 2030	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increase the percentage of walking and cycling trips per person to and from school	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Agree	Neither agree nor disagree	Disagree	Don't know
Decrease the rate of cyclists and pedestrians killed on England's roads, measured as the number of fatalities per billion miles walked and cycled	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Decrease the rate of cyclists and pedestrians seriously injured on England's roads, measured as the number of serious injuries per billion miles walked and cycled	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Decrease the percentage of people walking and cycling concerned about safety	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If disagreeing explain why.

These key performance indicators are supported, assuming that they are national level indicators, and are therefore easier to monitor through national level data.

It would be helpful to understand what specific metrics/sources of information will be used to monitor each of these indicators, for example school trips, to inform if and how this information might be collated for use at the local transport authority monitoring level.

13. ATE monitoring

We are proposing a performance monitoring methodology for CWIS3. This includes performance indicators directly relating to the outputs of the work of Active Travel England based on annual reporting metrics. The further performance indicators are:

- improved local authority active travel capability ratings
- percentage of average increase in scheme quality
- percentage of planning applications within our thresholds responded to within the statutory timescale (%)
- increased number of people actively engaged via activation programmes (including Bikeability)
- increased percentage of ATE capital projects completed on schedule (%)
- increasing the number of trained active travel professionals including local authority officers

15. Do you agree or disagree with the following indicators relating to the work of Active Travel England?

	Agree	Neither agree nor disagree	Disagree	Don't know
Improved local authority active travel capability ratings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Percentage of average increase in scheme quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Percentage of planning applications within our thresholds responded to within the statutory timescale (%)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increased number of people actively engaged via activation programmes (including Bikeability)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Agree	Neither agree nor disagree	Disagree	Don't know
Increased percentage of ATE capital projects completed on schedule (%)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increasing the number of trained active travel professionals including local authority officers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If disagreeing explain why.

With regard to the capability rating indicator, the County Council believes this should consider maintained, as well as improved rating, like the target indicated in section 4, question 6.

With regard to the trained active travel professionals indicator, it is not clear how this is intended to be defined, or competencies maintained or increased going forward, once all staff are initially trained.

14. Final comments

16. Any other comments?

No other specific comments.