

**FINDON PARISH COUNCIL
34 NORMANDY LANE
EAST PRESTON VILLAGE
WEST SUSSEX BN16 1LY**

TO: ALL MEMBERS OF THE COUNCIL

You are hereby summoned to attend the meeting of Findon Parish Council (FPC) to be held on **Monday 20 October 2025 at 7.30pm in Nepcote Hall** for the purpose of transacting the following business.

THIS IS AN OPEN MEETING AND MEMBERS OF THE PUBLIC ARE WELCOME TO ATTEND

**Miss Fiona MacLeod
Clerk to the Parish Council
14/10/2025**

AGENDA

25.112 TO RECEIVE AND NOTE APOLOGIES FOR ABSENCE

25.113 CHAIRMAN'S ANNOUNCEMENTS

25.114 DECLARATIONS OF INTEREST ON ITEMS ON THE AGENDA

Members and Officers are reminded to make any declarations of personal and/or prejudicial/pecuniary interests they may have in relation to items on this Agenda.

The interest should be declared by stating:

- a) the item you have the interest in
- b) whether it is a personal interest and the nature of the interest
- c) whether it is also a prejudicial/pecuniary interest
- d) if it is a prejudicial/pecuniary interest, whether you will be exercising your right to speak under Public Question Time

Members and Officers will then need to re-declare any prejudicial/pecuniary interest at the commencement of the item or when the interest becomes apparent.

25.115 TO SIGN AS A CORRECT RECORD THE MINUTES OF THE MEETING HELD ON 15 SEPTEMBER 2025.

25.116 UPDATE ON IMPLEMENTATION OF ACTIONS NOT COVERED ELSEWHERE ON THE AGENDA

To note the update report.

25.117 TO RECEIVE VERBAL REPORTS FROM WEST SUSSEX COUNTY COUNCIL (WSCC) AND ARUN DISTRICT COUNCIL (ADC) COUNCILLORS

25.118 PUBLIC QUESTION TIME OF UP TO FIFTEEN MINUTES

The Question Time is the only opportunity for the public to address the meeting, make representations, answer questions and give evidence in respect of any item within the remit of the Council, and not limited to matters of the agenda for that meeting. (Standing Order 1d). Where it is not possible to give immediate answers, the answers will be given at the next Meeting or, if preferred, sent direct to the questioner.

25.119 REPORTS FROM WORKING GROUPS AND OUTSIDE BODIES FOR NOTING/RATIFYING

- a) Open Spaces Working Group (PW)
- b) Trees Working Group including Community Orchard (JW)
- c) Allotment Gardens (JW)
- d) Village Hall Trust (SH)
- e) Community Resilience Plan (DP)
- f) Roads/Parking/Village Signage Working Group including prioritisation and planning of initiatives (LK)
- g) Wattle House Feasibility Study Working Group (CG)

- h) FPC and Findon Village Pre-School Working Group (SH)
- i) Community Infrastructure Levy (CIL) Working Group (KD)
- j) Street Lighting Working Group (CG)
- 25.120 GRASS CUTTING TENDER PROCESS**
To receive an update and any items for consideration.
- 25.121 NEPCOTE GREEN POND MAINTENANCE**
To consider options for maintenance.
- 25.122 VILLAGE DEFIBRILLATORS**
To receive an update.
- 25.123 BENCH REQUEST**
To consider a request for a memorial bench on Nepcote Green.
- 25.124 A24 WORTHING TO HORSHAM AND DORKING TRANSPORT IMPROVEMENTS - PUBLIC ENGAGEMENT**
To consider any FPC response to the public consultation which closes on 27 October 2025 <https://yourvoice.westsussex.gov.uk/A24-worthing-horsham-dorking>
- 25.125 CLERKS REPORT**
To note the report and consider any items for ratification/approval (incl 2026 meeting dates).
- 25.126 REPORTS FROM FPC COMMITTEES FOR NOTING/RATIFYING**
 - a) Planning.
 - b) Finance & Governance.
- 25.127 FINANCE**
 - a) To note Receipts and Bank Reconciliations as circulated.
 - b) To approve Payments as circulated.
 - c) To note quarterly budget.
 - d) Consider new contract offer from SSE.
- 25.128 ITEMS TO BE REFERRED TO NEXT AGENDA**

**Agenda Item
25.116**

Report to **Findon Parish Council**
Meeting Date **20 October 2025**
From **Fiona MacLeod, Clerk**
Title of Report **Previous actions not covered elsewhere on the Agenda**
Purpose of Report **To note**

Updates for noting

25.29 c	ADC to be contacted for contribution	Carried forward.
25.104	Winter Management Plan	Completed.
25.106	Website Accessibility Compliance	Completed.
25.110 d)	Notice of Conclusion of Audit	Completed.
25.110 e)	FPC insurance renewal	Completed.

Findon Village Hall Trust – FVHT

West Sussex County Council – WSCC

Arun District Council – ADC

South Downs National Park Authority - SDNPA

Report to	Findon Parish Council
Meeting Date	20 October 2025
From	Councillor Paula Whitby
Title of Report	Update on Open Spaces
Purpose of Report	To Note/Consider

1. Updates for noting/background

1.1 Saturday Working Party. Work Completed

- Painting of Lime Green Bench
- Painting of Findon Post on Pond Green
- Repair to fence on Pond Green
- Installation of post at bottom of North Verge
- Painting of Homewood Bus Shelter

1.2 Wednesday Working Party. Work Completed

Between 3rd Sept and 15th Oct

- Clearance and cutting back on School Hill Bank
- Clearance of Cycle Path from Nepcote Junction, Southwards
- Clearance of twitten between Lime Green and Beech Road
- Clearance of twitten between Findon Manor and Cross Lane
- Clearance of leaves on Horsham Road

1.3 Dog Waste Bin

- Bin to be considered by Arun and Biffa at the entrance of the twitten by Findon Manor Hotel. FPC are still waiting for Contract Form and cost details to come from Arun District Council.

1.4 Grass Cutting.

- Arun District Council were contacted on 07/10 to cut grass on Lime Green. This was completed this week.

1.5 Drains

- WSCC Highways have been requested to clear 4 gulleys on Nepcote Lane as they are full to the brim with debris. WSCC have been out to investigate, and work will be completed in November.

2. For Consideration

Community Orchard/Glebelands

2.1 FPC to consider possible Fire Risks

FPC to consider the possible fire risks that could be caused by the general public. Glebelands is a relatively enclosed and unsupervised rural space, with a lot of trees, (including Community Orchard Trees) dry wood and grass, a refurbished pre-school building used 5 days per week by very young children, and two large wooden sheds, all of which are in very close proximity to each other.

- FPC to consider whether to display a suitable warning sign, that is sympathetic to the area, to request that the public do not light fires or have BBQ's in the vicinity.
- FPC alternatively to consider whether a warning sign would be of detriment to the ambiance of the area and therefore deemed to be out of keeping, and not necessary, or appropriate.

2.2 FPC to consider promoting an environmentally friendly way of managing vegetative waste

- In consideration of the environment and to avoid pollution it is suggested that vegetative waste could be managed by natural rotting and by purchasing/making of wooden compost bins. These would fit in with the natural surroundings of the Community Orchard/Glebelands and should produce good quality compost for use on the new fruit trees.

2.3 FPC to consider traditional use of bonfires to manage vegetative waste

- Over the past 10 years, out of school term times, the Working Party have successfully used bonfires to burn green waste at Glebelands. Would the Council be in favour of supporting the continuation of this practice that has served well in the past, or would they consider otherwise?

Teams Meeting – Monday 6th October 2025

Agenda item 25.119 f)

Present: Sean Smith, Lisa Kenna, Kelly Dean.

To discuss Roads & Parking Group/WSCC A24 Road Safety Improvement Survey

Agenda Items for discussion at FPC Full Council Meeting on 20 October 2025

- Extend reduced speed limits North and South bound carriageways from Findon Garden Centre/Black Horse (current 40 mph) Extend 40mph limit to Findon Roundabout. Extend 50mph speed limit to Crematorium or even all the way to Washington Roundabout.
- New multi-user accessible signalised crossing at High Street junction with A24 (near Black Horse Pub) – Suitable for Horse Riders, Cyclists, Pedestrians, Inclusive to all.
- No overtaking double white lines the whole length of Long Furlong to stop overtaking.
- Change School Hill – One Way going uphill to stop A24 users, using School Hill as a rat run.

Report to	Findon Parish Council
Meeting Date	20 October 2025
From	Cllr Gilbert
Title of Report	Wattle House Feasibility Study Working Group (WG)
Purpose of Report	Update and Next Steps

1. Update

- 1.1 The WG has discussed a more detailed Feasibility (as circulated to Councillors) and believes the project to repurpose the Wattle House is viable as long as adequate grant funding is available. Findon Parish Council needs to review the use of space, particularly for the Sheep Fair, and then engage with residents.
- 1.2 With regard to funding, the Lottery Heritage Grant scheme looks to offer substantial funding for suitable projects – at first look, the Wattle House fits the qualification criteria.

2. Next Steps

- Engage with the Sheep Fair Committee;
- Complete Expression of Interest (stage 1) for Heritage Grant; and
- Once funding is a realistic possibility then engage with residents.

Report to	Findon Parish Council
Meeting Date	20 October 2025
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Purpose of Report	Update and Next Steps

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- 1.2 With regard to funding, the Lottery Heritage Grant scheme looks to offer substantial funding for suitable projects – at first look, the Wattle House fits the qualification criteria.

2. Next Steps

- Engage with the Sheep Fair Committee;
- Complete Expression of Interest (stage 1) for Heritage Grant; and
- Once funding is a realistic possibility then engage with residents.

Agenda Item 25.121

Report to	Findon Parish Council
Meeting Date	20 October 2025
From	Cllr Gilbert
Title of Report	Nepcote Green Pond Maintenance
Purpose of Report	Maintenance Proposals

1. Background

- 1.1 A proposal has been received from Pete the Pond (PTP) for an annual contract for maintaining the Pond and surroundings. This is in excess of the current budget however I have spoke to PTP and he is flexible.
- 1.2 If we can use the Findon Volunteers to keep the scrub around the Pond (within the fence), I believe we can engage PTP to look after the Pond itself within our budget. I have also spoken to the South Downs National Park Ranger and am hopeful we can enlist their assistance as well. PTP's enthusiasm and knowledge is considerable and I am keen that we use him.

2. For approval consideration

- 2.1 Approval is sought to appoint PTP to manage the Pond at an annual feed of £1.5k, but otherwise as outlined in his proposal (except scrub clearance) attached as Appendix 1 to this report.

P.T.P.

Pond construction, hard landscaping

Pond consultants, native aquatic supplier

P. J. BIRCHALL

4 WINDOVER WAY, WILLINGDON

EAST SUSSEX BN22 0RQ

Telephone: 01323 507740 Mobile: 07970 891711

E-mail: peter.birchall@dsl.pipex.com

www.petethepond.co.uk

Date: 27.09.2025

Client's name: Chris Gilbert, Findon Parish Council 34 Normandy Lane East Preston West Sussex BN16 1LY

Project name: Nepcote lane wildlife pond findon yearly management plan

Estimate

PAGE 002

As a rough guide the sort of tasks we shall do on the pond over the year would be,

- 1) Keeping brambles and stinging nettles in check from too much over growth,
- 2) Removal of over growth of duckweed in the pond
- 3) Some pruning of shrubs, tree branches when required
- 4) Taking out invasive species
- 5) Adding new marginal and aquatic native plants
- 6) Keeping inflow gully cleared from silt road run off
- 7) Adding new hibernaculum's for extra habitat
- 8) Removal of plastic and other rubbish if found in pond
- 9) When needed removal of build up of silt from pond
- 10) General tidy up to keep the area good for wildlife but also viewing points for public
- 11) The checking of the wildlife's health

I estimate the cost for the management year of 2026 to be £2,600.00

Please feel free to discuss further any of the above over management plan.

As an eco friendly company we do our very best to recycle all we can on a project to stop waste of all sorts going to land fill.

We do our best to not go over estimated price and any work other than estimated for will be priced up separately before undertaking.

We work on reputation and rely on our good name being passed on to others.

We work to help increase biodiversity which helps our native wildlife.

Agenda Item 25.122

Report to	Findon Parish Council
Meeting Date	20 October 2025
From	Fiona MacLeod, Clerk
Title of Report	Village Defibrillator Maintenance
Purpose of Report	Maintenance Proposals

1. Background

- 1.1 There are FPC several defibrillators located around the village that would benefit from a co-ordinated weekly checking and recording process. A additional defibrillator is located at the Village Hall and owned by the Village Hall Trust. In addition, consideration should be given to outsourcing an annual service for each defibrillator. Cllr Peskett has offered to provide servicing information.
- 1.2 An email has recently been received from a resident offering to undertake the weekly checks for the FPC defibrillators, and potentially also the Village Hall defibrillator.
- 1.3 An example Checklist is attached to the report.

2. For discussion/ratification by full Council

- 2.1 Is there a Councillor with spare capacity to take on the Co-Ordinator/Liaison role for the weekly defibrillator checks (and any annual service requirements)

Defibrillator Maintenance Record

Defibrillator location: _____ Frequency of check: _____

Defibrillator make/model: _____ Serial number: _____

What to check

DEFIBRILLATOR

1. Your defibrillator will self-test regularly. Check for any **visible or audible warnings** on the device that something is wrong.
2. Your defibrillator should be in **standby-mode**.
3. Check that your device is **clean** and there is **no damage**.
4. Check the **battery indicator**.
5. Ensure **pads and batteries have not expired**. Reorder if necessary.

CABINET

1. Check for **damage**.
2. Check that the AED is **easily accessible** in an emergency (key holders? key pad codes?).

Ready for use?	Issues?	Date	Initials

Pads expiry date: / /

Reordered / / New expiry / /

Batteries expiry date: / /

Reordered / / New expiry / /

Re-order replacement pads and batteries from
www.safelincs.co.uk or call **0800 612 6537**

South Downs National Park Authority (Draft)

Active Travel Network Plan 2025 – 2030



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I. Introduction

I.1 The Active Travel Network Plan

This Active Travel Network Plan (ATNP) sets out the South Downs National Park Authority's (SDNPA) long-term strategic framework for walking, wheeling, and cycling, building on the foundations laid by our Walking and Cycling Strategy 2017–2024. It marks a significant step forward in our ambition to create a more connected, healthy, and sustainable National Park, where active travel is a practical, inclusive, and enjoyable choice for everyday and leisure journeys.

This revision repositions the ATNP as a tool for delivering the National Park purposes and statutory duty simultaneously: creating opportunities for people to experience and enjoy the Park's special qualities (Purpose 2) whilst protecting sensitive sites (Purpose 1), and at the same time boosting the rural economy through sustainable tourism and enhancing local community wellbeing (Statutory Duty). This integrated approach delivers what is later described as a "powerful triple win", improving health, lowering public costs, and supporting inclusive rural growth.

The ATNP is a key tool for delivering the landscape-scale goals of the Partnership Management Plan (PMP). Beyond its role as vital transport infrastructure, it supports nature recovery and aligns with Defra's wider objectives. By easing pressure on hotspots like Devil's Dyke and the Seven Sisters, it enables integrated landscape management through green corridors that enhance ecological connectivity and reduce car impacts. These corridors also give tangible form to emerging Local Nature Recovery Strategies (LNRSs), making the ATNP central to statutory environmental delivery.

In recent years, the policy and funding landscape for active travel in England has undergone a profound transformation. A new national framework, anchored by the Department for Transport's Cycling and Walking Investment Strategy (CWIS2) and the establishment of Active Travel England (ATE), places strong emphasis on delivering high-quality, joined-up infrastructure that makes walking, wheeling, and cycling the natural choice for shorter journeys, or part of longer ones.

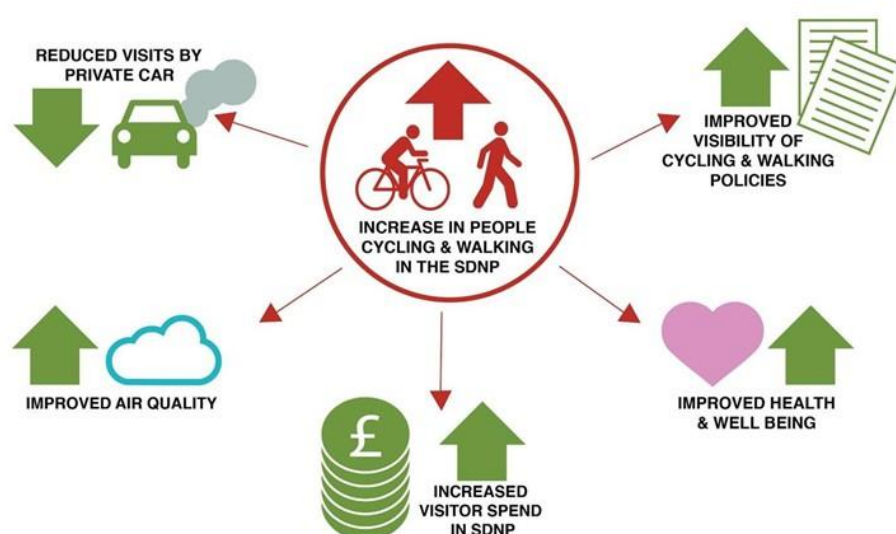
At the local level, the Local Highway Authorities (LHAs), Hampshire, East Sussex, West Sussex, and Brighton & Hove, support the objectives of the Cycling and Walking Investment Strategy (CWIS) through their Local Transport Plans (LTPs), Local Cycling and Walking Infrastructure Plans (LCWIPs), and Rights of Way Improvement Plans (ROWIPs). These LCWIPs appropriately focus on urban areas and key commuter corridors, where the potential for shifting travel modes is greatest. However, they often fall short in addressing the need for broader rural connectivity and recreational travel, with many networks ending abruptly at the National Park boundary.



The ATNP seeks to address this gap, offering a strategic framework that complements and supports existing local initiatives. As the only organisation with both a statutory remit and a landscape-scale perspective, the SDNPA is well placed to help coordinate a coherent rural active travel network. The strengthened ‘seek to further’ duty introduced by the Levelling-Up and Regeneration Act 2023 encourages all relevant authorities, including LHAs, to actively support National Park purposes. In this context, the ATNP provides a shared foundation for planning and delivery across the National Park’s functional area. It is intended to be a resource that LHA and district partners can draw upon and align with, helping to integrate active travel into wider transport, access, and environmental strategies.

The Plan is rooted in the special context of the South Downs National Park, a landscape of international importance, stretching 1,627 km² from Winchester to Eastbourne, and home to over 113,000 people. It is a living, working countryside, shaped by chalk downland ridges, wooded Wealden valleys, and a dense network of historic lanes and rights of way. With mainline rail links, proximity to major towns, and a high volume of recreational visits, there is both a need and opportunity to create a more accessible, joined-up active travel network.

The development of this Plan has been guided by national policy, local priorities, and extensive engagement with stakeholders and communities. While it does not apply the full data modelling approach set out in LTN 1/20, reflecting its focus on rural and recreational journeys, it draws directly from the evidence base established by our LHA partners through their LCWIPs. By building on and extending these urban-focused networks into the National Park, the Plan seeks to multiply their value. The ATNP is both a strategic document and a delivery tool: it sets a clear direction for investment, strengthens our case for funding, and defines a shared vision for the future of active travel in the South Downs - a future in which everyone, regardless of age or ability, can access and enjoy this extraordinary landscape on foot, by cycle or by mobility aid.



1.2 National Park Purposes and Duty

The entire ATNP is structured around the statutory purposes and duty set out in the Environment Act 1995. This legal framework comprises of:

- Purpose 1: To conserve and enhance the natural beauty, wildlife and cultural heritage of the National Park.
- Purpose 2: To promote opportunities for the understanding and enjoyment of the special qualities of the National Park.
- Statutory Duty: To seek to foster the economic and social well-being of local communities within the National Park in pursuit of the two purposes.

The Plan also embeds the Sandford Principle, which mandates that where irreconcilable conflict arises between the two purposes, conservation and enhancement (Purpose 1) take priority. Section 62 of the Environment Act 1995, as amended by Section 245 of the Levelling Up and Regeneration Act 2023, further requires all relevant authorities, to seek to further the National Park purposes in every function and decision. In applying the 'seek to further' duty to this ATNP, every phase from route selection and detailed design to delivery, maintenance and promotion, will be assessed against its contribution to these principles.

2. National Policy Context

The Government's ambitions, reflecting commitments originally set out in [Gear change](#), the [Transport decarbonisation plan](#) and the [Net zero strategy](#), are that by 2040 walking, wheeling, and cycling will be the natural choice for shorter journeys, or as part of longer journeys, and that a world-class walking, wheeling, and cycling network will be delivered. Other ambitions to be delivered over the same timeframe are summarised in the table below.

BETTER SAFETY	'A safe and reliable way to travel for short journeys'	Streets where people walking, wheeling, and cycling feel they belong and are safe; better connected communities; safer traffic speeds, with lower speed limits where appropriate to the local area; cycle training opportunities for all children.
BETTER MOBILITY	'More people cycling and walking - easy, normal and enjoyable'	More high-quality cycling facilities: more urban areas that are considered walkable; rural roads which provide improved safety for walking, wheeling, and cycling; more networks of routes around public transport hubs and town centres, with safe paths along busy roads; better links to schools and workplaces.
BETTER STREETS	'Places that have cycling and walking at their heart'	Places designed for people of all abilities and ages so they can choose to walk, wheel or cycle with ease; improved public realm; better planning for walking, wheeling, and cycling; more community-based activities, such as led rides and play streets where local places want them; a wider green network of paths, routes and open spaces.



3. Local Policy Context & Strategic Vision

3.1 Partnership Management Plan

The South Downs PMP is the National Park's definitive strategy, co-owned and delivered by a broad alliance of organisations committed to its statutory purposes. The 2026–2031 plan articulates seven strategic aims that will guide collaborative action over the next five years, including a clear objective to enhance accessibility by enabling everyone to actively travel and connect with both the Park's natural landscapes and its cultural heritage.

The ATNP goes beyond alignment with the PMP to serve as one of its primary delivery vehicles. By directly mapping each ATNP route, project and performance target to the PMP's strategic aims, the ATNP inherits the PMP's statutory standing and the collective endorsement of its partners. This approach elevates the ATNP from an SDNPA-owned policy to a shared delivery framework for the entire South Downs partnership, providing a practical mechanism for Local Highway Authorities and other stakeholders to fulfil their 'seek to further' duty under the Levelling-Up and Regeneration Act 2023.

3.2 The Local Plan

The SDNPA Local Plan is the spatial land-use plan for the National Park, setting out where development should happen and what it should look like. The previous Cycling and Walking Strategy established development policies through the Local Plan, including preserving existing access and safeguarding locations for future access provision, such as along 85 km of former railway lines. As the Local Plan undergoes its current review, it will benefit from the incorporation of ATNP insights, including comprehensive, site-specific data on potential walking, wheeling, and cycling routes, user demand, and safety improvements, ensuring that new development is fully integrated with a sustainable transport network.

3.3 South Downs Transport Study 2024

As part of the evidence base informing the South Downs Local Plan, a detailed [Transport Study](#) has been undertaken to assess strategic connectivity needs across the National Park. The Transport Study establishes the strategic framework for identifying key active travel interventions, while community mapping adds essential place-based context. Together, these evidence streams ensure that the ATNP is both strategically robust and locally responsive. A draft Stage 2 Study has been prepared and shared with stakeholders and further iterations may be required if there are significant changes to the Local Plan. The ATNP will be reviewed and refined in line with the evolving recommendations from these assessments.

3.4 Climate Change Adaption Plan

The Climate Change Adaptation Plan recognises climate change as a major driver of environmental change within the National Park, with significant implications for the delivery and sustainability of active travel networks. A critical concern is the impact of flooding and poor ground conditions on rights of way and active travel routes. Reducing car dependency



by enhancing public transport links and active travel options from gateway towns are integral to the Park's ambition to achieve net zero emissions by 2040.

3.5 Sustainable Tourism Strategy

The National Park attracts over 19 million visitors annually. However, 'honeypot' locations such as Devil's Dyke, Cuckmere Haven, the Seven Sisters, Butser Hill, and Birling Gap are under mounting pressure from tourism. With 81% of visitors arriving by car, congestion and environmental strain have become key concerns. Investing in active travel infrastructure will help alleviate recreational pressure by reducing congestion and emissions, distributing visitor impact more evenly, and extending economic benefits to rural areas.

3.6 Strategic Review of Health and Wellbeing

The [Strategic Review of Health and Wellbeing \(2020-2025\)](#) identifies the South Downs National Park as an essential yet underutilised asset for enhancing the mental and physical health of local communities and visitors. This ATNP aims to address key issues identified in the strategy, including improving access to natural green space, reducing physical inactivity, and tackling health inequalities.

3.7 Defining Success

The ATNP measures success by delivering tangible, measurable improvements in active travel infrastructure, connectivity and climate resilience across the South Downs National Park. While its scope is focused on sustainable transport, its impact cuts across multiple strategic objectives of the PMP. The table below maps the ATNP's core delivery functions to the PMP's aims for 2026–2031.

PMP Strategic Aim (Draft 2026-2031)	How the ATNP is a Core Delivery Mechanism
Aim 1: The National Park is a nature-rich, resilient working landscape where wildlife flourishes	Links fragmented habitats through multifunctional green corridors, reduces pressure on sensitive sites, and complements the Local Nature Recovery Strategy.
Aim 2: The South Downs National Park is on track to become net zero by 2040 by mitigating and adapting to the impacts of climate change	Enables a shift from private car to active travel, cutting transport-related emissions for both residents and visitors.
Aim 3: Clean, abundant water supports nature and communities in the South Downs and beyond	Applies catchment-sensitive design, including sustainable drainage, riparian buffers, permeable surfaces, route realignment away from watercourses, and swales, to improve water quality and reduce flood risk.
Aim 5: A valued South Downs is welcoming and accessible to all	Delivers barrier-free "Miles Without Stiles" routes and inclusive design standards, ensuring the Park is open to the widest possible range of users.



Aim 6: Cultural Heritage is conserved, enjoyed, valued, created and passed on for future generations.	Improves access to heritage assets via accessible routes, integrates interpretive signage at key sites (e.g. Singleton Station), and supports condition monitoring plus community engagement.
Aim 7: A thriving rural economy and local communities sit at the heart of the National Park	Connects people to rural businesses, services and destinations, enables low-carbon access to housing, education and employment, and strengthens the sustainable visitor economy.

Success will be measured not only by kilometres of path delivered or modal shift achieved, but by the ATNP's ability to unlock investment, reduce emissions and improve equitable access across the National Park.



New section of the Centurion Way is unveiled – Photo by Sam Moore



4. Evidence of Need for Increased Active Travel

4.1 Key Issues for Active Travel in the National Park

The key issues for active travel in the National Park are provided below:



Access Network and routes

Shortage of family friendly routes connecting communities with attractions and the wider countryside.



Major Road Severance

Major roads like A27 and M3 sever active travel routes isolating communities.



Highway Crossing Safety

At-grade crossings pose safety risks from fast, heavy traffic, especially for horse riders and families.



Connectivity from Towns and Transport Hubs

Access from gateway towns, stations, and bus stops is often poor.



Integrating New Developments

New developments offer active travel opportunities, but securing active travel links is challenging.



Information and Wayfinding

Route information is fragmented across maps, signs, and websites.



Facilities and Amenities

Many trails lack essential infrastructure like cycle parking, toilets, and refreshment stops, limiting convenience.



User Behaviour and Education

Inconsiderate behaviour, though uncommon, can discourage walking, wheeling, and cycling.



Cycle Hire and Services

Challenges in hire options, coordination, and underdeveloped offer for mountain biking means riders go elsewhere.



Funding, Resources, and Costs

Trail development faces rising costs and limited resources, with construction inflation driving up prices by 38% since 2020.



Public Transport Integration

Many visitors rely on buses or trains, but recent years have seen cuts to local services. Bus routes to trailheads are sparse.



Railway Crossing Disruptions

Network rail has closed several level crossings forcing detours or severing access entirely.



Active Tourism

The potential for walking, wheeling, and cycling tourism remains untapped, offering a valuable opportunity to boost the local economy.



Public Health and Inclusion

Accessible trails boost public health, but poor transport and limited easy routes restrict access for inactive urban communities.



Climate Change Resilience

Hotter, drier summers can crack trail surfaces, while heavier storms cause flooding and erosion of paths.



Governance and Policy Changes

Ongoing devolution and LGR is reshaping the political landscape, with significant implications for how this plan will be delivered.



4.2 Health and Wellbeing

There is overwhelming evidence that active travel is one of the most effective interventions for improving individual health and reducing pressure on the healthcare system. National policy strongly reflects this: the NHS England agenda to “Build an NHS Fit for the Future” makes clear that healthcare must prioritise prevention over treatment. Active travel supports this preventative model and is regularly described by health professionals as a “wonder drug” due to its wide-ranging benefits.

For most people, walking, wheeling, or cycling for short daily journeys is the easiest way to achieve the UK Chief Medical Officers’ recommendation of 150 minutes of moderate physical activity per week. The health impacts of regular active travel are profound, particularly in reducing the risk of costly non-communicable diseases such as cardiovascular disease (20–35% lower risk), certain cancers (20–30% lower risk), and type 2 diabetes (30–40% lower risk). It also reduces the risk of depression and dementia by 20–30%. Unlike gym memberships or organised sport, active travel weaves physical movement into everyday routines, making it a practical and inclusive way to improve wellbeing across the population.

The ATNP provides the physical infrastructure that can support green social prescribing. The Active Travel Network within the National Park is well placed to enable link workers, NHS trusts, Integrated Care Boards (ICBs), and GP practices to prescribe walking, wheeling, and cycling on safe, accessible routes within the National Park. This offers a cost-effective, non-clinical intervention to improve physical and mental health outcomes, particularly for those facing inactivity, isolation, or mobility challenges.

The ATNP will incorporate granular public health data, such as physical inactivity levels and rates of obesity, to identify communities that stand to gain the most from new active travel links. This provides an evidence-based justification for targeting investment to tackle health inequalities, directly supporting the objectives outlined in the Park’s Strategic Review of Health and Wellbeing.

4.3 Economic Benefits of Active Travel

The economic case for investing in walking, wheeling, and cycling is overwhelming. Investment in active travel consistently delivers exceptionally high benefit-to-cost ratios (BCRs), frequently reported at an average of 13:1, meaning every £1 invested returns £13 in economic, health, and environmental benefits. Official figures from the Department for Transport (DfT) cite a consolidated government estimate placing the average BCR for walking and cycling schemes at 5.62:1, comfortably exceeding the DfT’s threshold for a “very high” value-for-money investment.

This exceptional return is driven by a unique blend of benefits. Active travel is simultaneously a public health intervention that reduces NHS costs, a transport solution that cuts congestion



and pollution, and a local economic development tool that supports high streets and rural economies. The health dividend alone is often sufficient to justify the investment. Independent evaluations of green social prescribing and nature-based health programmes show a social return of £6.88 to £8.50 per £1 invested. Analysis suggests that expanding nature-based engagement to 1.2 million people per year could save the NHS over £635 million annually. In a National Park context, this represents a powerful triple win: improving health, lowering public costs, and supporting inclusive rural growth.

Case Study 1: Centurion Way – Business Uplift

The Centurion Way, a popular 11 km multi-user path linking Chichester to West Dean, serves as a prime example of how high-quality active travel infrastructure can generate direct economic benefits for local businesses. The route, which follows a disused railway line, provides a safe, scenic, and traffic-free corridor that channels a consistent flow of walkers, cyclists, and families through the countryside. This has created a captive market for businesses located along or near the route. Pubs in Lavant and West Dean, local cafes, and bike hire businesses in the Chichester area report a noticeable uplift in year-round trade directly attributable to users of the Way. The route effectively functions as an economic conduit, connecting the urban centre of Chichester with rural hospitality businesses and attractions, demonstrating a clear return on investment in the form of increased local spend and support for the visitor economy.

Case Study 2: Egrets Way – Community & Economic Benefit

The Egrets Way project in the Ouse Valley is a testament to the power of community-led initiatives in delivering multi-faceted benefits. The project aims to create a continuous, safe, and accessible path linking the towns of Lewes and Newhaven with the surrounding villages. To date, over 16 km of the network is open and in daily use by walkers, cyclists, and mobility scooter users. The project has been a model of blended funding, successfully securing grants from the South Downs National Park Authority, Lewes District Council's Community Infrastructure Levy (CIL), and various charitable trusts. The route provides a vital connection for local residents, a safe alternative to the busy C7 road, and a valuable asset for visitors exploring the National Park. By connecting communities to transport hubs, local services, and the wider landscape, the Egrets Way demonstrates how targeted investment in active travel infrastructure can enhance local quality of life, support sustainable tourism, and deliver significant health and wellbeing benefits, making it a "valuable community asset for many years to come".



5. Visitor Economy & Rural Businesses

5.1 Progress and Potential

The SDNPA has made significant strides in delivering high-quality active travel infrastructure through flagship projects including the Centurion Way and Egrets Way which exemplify the potential of strategic investment in sustainable transport. These multi-user active travel routes have received widespread support, with community feedback consistently highlighting their role in encouraging safe, inclusive, and environmentally sustainable travel. Building on this momentum, continued investment in strategic routes will continue to deliver social, environmental, and economic benefits and enhance sustainable and inclusive access across the National Park.



Centurion Way at Singleton

5.2 Resident Profile

The South Downs National Park is home to just over 113,000 residents, making it the most populous of England's National Parks. Its communities are predominantly rural and dispersed, which, combined with limited public transport and an aging population (26% are aged 65 or over, compared to 18.6% in England), has led to high levels of car dependency. Around 90% of households have access to at least one car, significantly above the England average of 72%. Car dependency imposes a financial burden and reinforces transport poverty, disproportionately affecting those without a vehicle, including young people, older residents, and people with disabilities. While car commuting has declined slightly, the rise in multi-car households suggests a sustained increase in car use for shorter, non-work trips, the very journeys with the greatest potential for active travel if safe alternatives are provided.



The Park is also one of England's most visited protected landscapes. The 2021 South Downs Visitor Survey shows that 81% of visitors arrive by private car, a figure virtually unchanged from 2018. This car dominance contributes to localised congestion, pollution, and pressure on sensitive landscapes. Consumption-based carbon accounting suggests that visitor travel is likely among the Park's largest sources of greenhouse gas emissions. This evidence creates a clear opportunity: to provide high-quality, inclusive active travel infrastructure that reduces reliance on the private car, improves local access, and enhances the health and sustainability of communities across the National Park.

5.3 Farm Diversification Opportunities

Recreation and tourism are vital to the Park's rural economy. The active travel network will be designed to support a sustainable visitor economy by connecting people to local businesses and attractions in ways that spread economic benefits and help manage visitor pressure. Routes will be strategically aligned to support appropriate farm diversification, with safe access to farm gates enabling new income streams through ventures such as farm shops, cafés, B&Bs, and cycle hire, directly contributing to a resilient rural economy.

Successful schemes within the National Park demonstrate how agricultural businesses can diversify in partnership with planning. Examples include the conversion of disused farm buildings into holiday lets at Old Farm, Houghton, and the development of a visitor enterprise with a farm shop and café at Sky Park Farm, West Harting. This approach reframes the relationship with landowners, from simple access negotiation to genuine economic collaboration, positioning active travel routes as assets that can underpin business viability.

This is actively supported through initiatives such as the Farming in Protected Landscapes (FiPL) fund, administered by the SDNPA. This Defra programme has delivered over £1.6 million to more than 125 projects, advancing nature recovery, climate action, and resilient farm businesses. Notable examples include Fawley Farm in Froxfield, which transformed a disused milking parlour into a café and community space; Manor Farm in Litlington, which restored a shepherd's hut to expand its café offer; and Splash Farm in Burpham, which created a takeaway coffee and cake stop. These enhancements offer inviting rest points and refreshment opportunities for walkers, cyclists, and other active travellers, strengthening the network's appeal while supporting local enterprise.



5.4 Key Visitor Attractions and Partnership Opportunities

Key visitor attractions are the primary gateways through which most people experience the South Downs. Collectively, sites managed by partners like the National Trust (e.g., Birling Gap, Seven Sisters, Devil's Dyke), Forestry England (Alice Holt, Friston Forest), and the RSPB (Pulborough Brooks) attract a significant share of the Park's visitors. With around 81% of visitors arriving by motor vehicle, these high-traffic hubs present the single greatest strategic opportunity for intervention.

This ATNP reframes these attractions not just as destinations, but as critical leverage points for catalysing a landscape-scale shift in travel behaviour. By targeting investment and infrastructure at these hubs, the plan can influence a disproportionately large number of journeys and secure the greatest return on investment.

Successful integration of key visitor attractions into the ATNP relies on an evidence-led, collaborative approach, guided by a shared dataset covering visitor origins, travel modes, on-site activities, demographic profiles, employee numbers, visitor flows, site capacity constraints, and existing access challenges, to ensure that interventions are precisely focused where they will have the most impact.

For example, a focus on tackling "last mile" connectivity from rail stations to sites like Pulborough Brooks can unlock car-free access. Similarly, building on the proven success at Queen Elizabeth Country Park (QECF), where high-quality, traffic-free routes connecting the park to Petersfield more than doubled the proportion of visitors arriving by bicycle, demonstrates that safe and direct infrastructure drives modal shift. The SDNPA will continue to work in close partnership with all major attractions, including Marwell Zoo, the Wildlife Trusts, and major events like the Boomtown Festival, to develop and promote sustainable access solutions.

5.5 Pubs, Cafes, and Campsites

The network of rural pubs, cafés, and campsites across the South Downs are not just amenities; they are essential infrastructure for the recreational visitor economy. These establishments provide far more than food and drink: they offer secure bike parking, toilets, water refilling points, and welcoming spaces that make longer journeys both feasible and enjoyable.

Many businesses in and around the National Park have already embraced the active travel market, creating facilities that make them destinations in their own right. Queen Elizabeth Country Park, Baker and White, and the four Cadence cafés all provide water points and bike tool stations to support cyclists. Campsites are also central to this ecosystem. Holden Farm, directly on the South Downs Way, is a prime example, offering a café, clean facilities, a bike maintenance station, and secure cycle storage, making it a perfect stopover for multi-day adventures.



Through the ATNP, the Authority will champion and promote cycle-friendly businesses, helping to align routes with existing hubs and supporting the development of new facilities such as bike racks, repair stations, and e-bike charging points. By doing so, the ATNP will help create a resilient, self-sustaining ecosystem that enhances the visitor experience, drives local spending, and strengthens the National Park's reputation as a world-class destination for active travel.

6. Equity & Inclusion

6.1 Levelling-up Outcomes

The ATNP can make a meaningful contribution to the UK Government's Levelling Up agenda by addressing transport poverty and improving life chances in rural communities. For the many residents who live in the National Park, the network is not just about recreation, it must also support everyday mobility. Safe, convenient routes connecting homes to schools, colleges, workplaces, and essential services are vital for reducing inequality in access to opportunity.

This is particularly important for groups disproportionately affected by poor transport connectivity - young people without car access who need to reach education and employment; older residents seeking to access local services and avoid social isolation; and low-income households burdened by the high cost of car ownership in a rural setting. By providing a safe, free, and healthy alternative to reliance on the private car, the ATNP helps deliver tangible equity outcomes and supports the wider social wellbeing of local communities.

6.2 Inclusive Access for All

National Parks are for everyone. The active travel network must be designed to be inclusive and accessible to the widest possible range of users, regardless of age, mobility, or confidence, actively removing barriers to participation. All new routes will be designed to be free from barriers like stiles and steps, and designated accessible routes will adhere to established standards for gentle gradients and firm surfaces. The provision of accessible seating and regular passing places will ensure a welcoming experience for all users. This commitment to inclusive design ensures that the health and wellbeing benefits of accessing the National Park's landscapes are available to everyone in society.

We are also upgrading our Accessibility Hub to offer clearer, more inclusive information, covering mobility, sensory, cognitive, and hidden disabilities, to help visitors plan with confidence. We're also exploring a project with Ordnance Survey to map accessible routes across the National Park. While still in its exploratory phase, this initiative could set a national benchmark for inclusive trail mapping across the UK's Protected Landscapes and National Trails.



7. Consultation & Engagement

7.1 Stakeholder Consultation Analysis

To ensure the ATNP reflects the priorities of our users and partners, stakeholder engagement was conducted. 79 key stakeholders participated, they were asked to prioritise four focus areas on a scale from 1 (low priority) to 5 (high priority). As participants were not limited in the number of 'high priority' votes they could cast, they were able to signal strong support for multiple areas.

The results confirm a clear consensus that all proposed focus areas are highly valued. "Addressing difficult crossings and reducing severance" received the strongest support, with 77.6% of respondents ranking it as a high priority. This was followed by "Developing current aspirational routes" (65.8%), "Creating longer, segregated, off-road walking, wheeling, and cycling routes" (62.8%), and "Upgrading the existing Public Rights of Way (PROW) network" (59.5%). The almost complete absence of low-priority votes reinforces the consensus that stakeholders perceive significant value in all four areas of work. The table below provides a breakdown of how much priority each proposed workstream was given including weighted average scores which provides a more granular comparison of the relevant importance assigned by stakeholders:

Survey Question. How much priority should we give to...	1 – low priority	2	3	4	5 – high priority	% high priority votes	Weighted average (out of 5)
Addressing difficult crossings and reducing severance?	0	0	2	15	59	77.6%	4.75
Developing our current aspirational routes (2017 strategy)?	0	2	12	13	52	65.8%	4.46
Creating longer, segregated, off-road routes?	0	2	12	15	49	62.8%	4.42
Upgrading the existing PROW network?	0	2	11	19	47	59.5%	4.41



Further analysis for each workstream is provided below:

Addressing difficult crossings and reducing severance - Top Priority

This option received the strongest support, with 59 of 76 respondents ranking it highest. Nearly 80% identified connectivity and safety as critical barriers fragmenting the network. Tackling difficult crossings and severance aligns with active travel goals to reduce barriers and improve access. Stakeholders noted that while major roads like the M3, A3, A27, and A31 offer benefits, they also isolate communities from the National Park. For cycling to be viable, key obstacles must be addressed and quiet lanes protected from rising traffic pressures.

Developing the aspirational routes from the 2017 walking and cycling strategy - High Priority

This option was strongly supported, with 52 of 79 participants ranking it as a top priority. Stakeholders praised existing walking, wheeling, and cycling routes for their accessibility and appeal, particularly the Centurion Way, noted as a peaceful, traffic-free path ideal for beginners. However, concerns were raised about stalled progress on key extensions, including the Centurion Way and Midhurst Greenway. Feedback stressed the need for all-weather, all-user routes, citing the Meon Valley Trail's limited usability due to poor surfacing. Expanding connections to railway stations was seen as a way to boost accessibility and uptake. Overall, there is clear support for completing routes outlined in the previous strategy, with calls for updated feasibility and cost-benefit reviews

Upgrading the existing Public Rights of Way (PROW) network - High Priority

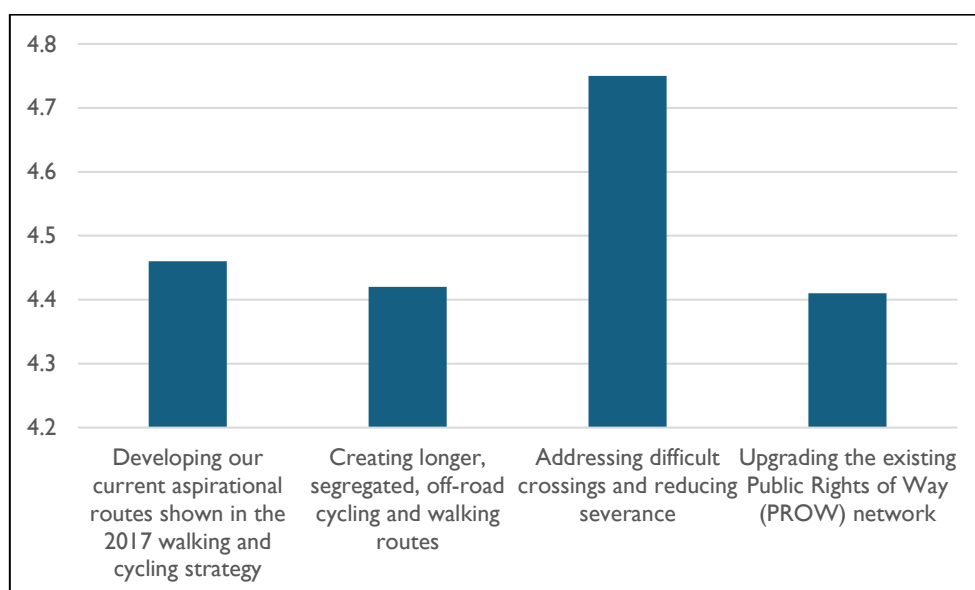
This option received strong support, with 47 of 79 respondents rating it as high priority. While the PROW network is valued, some stakeholders view it as more suited to recreation than transport. Tactical upgrades, such as converting footpaths to bridleways, and surface improvements were suggested to enhance connectivity and support key travel routes.

Creating longer, segregated, off-road cycling and walking routes - Important

This option ranked highly, with 49 of 78 respondents giving it top priority, reflecting strong demand for safe, dedicated infrastructure. However, slightly lower support than for aspirational routes suggests completing existing plans is seen as more urgent than developing new ones. While extended, segregated routes were supported, stakeholders emphasised the need for high-quality, well-promoted paths linked to sustainable transport. Suggestions included enabling cycle transport on the South Downs Way hopper bus and prioritising shorter circular routes near accommodation to support green tourism over long-distance paths.



The high level of support for all workstreams indicates that stakeholders consider each to be an important component, and that each workstream should be prioritised within the ATNP. Weighted scoring indicates a stronger preference for addressing difficult crossings and reducing severance, as highlighted in the chart below:



The pronounced support for addressing difficult crossings reflects the immediate and tangible barriers these issues present to current and potential active travellers. Such problems are often daily frustrations that directly impact safety and route viability.

7.2 Equestrian Access

The ATNP recognises the importance of including equestrians in active travel provision, reflecting the feedback received during the stakeholder consultation. In response to concerns raised by the horse-riding community, we have committed to actively consult with the British Horse Society and relevant stakeholders when developing active travel routes. Our approach aligns with the principles set out in the Rural Design Guidance, which emphasises the need to design safe, accessible and inclusive routes for all users. For equestrians, this includes ensuring sufficient path width, durable and suitable surface materials, and appropriate separation from motor traffic. The needs of all non-motorised users (NMU) including equestrians and disabled users should be considered and where possible the access design hierarchy will be applied i.e. access for all; access for most; access for some.



Sign 956.1 – Route for use by pedal cycles, horses and pedestrians only



7.3 Local Plan and PMP Reviews

Both the Local Plan and PMP reviews have supplied vital, complementary insights for development of the ATNP. The Local Plan consultation generated 66 active-travel responses, with respondents stressing the need to shift trips out of cars by upgrading public rights of way, integrating high-quality walking, cycling and equestrian routes, and embedding traffic-calming and wayfinding measures. They called for clear but context-sensitive standards on path materials, widths and signage to safeguard users; highlighted the importance of network connectivity by delivering and linking new, upgraded and repurposed corridors identified in LCWIPs; and insisted that all routes be direct, accessible and inclusive for non-motorised users.

Meanwhile, the PMP review received 227 free-text submissions, with around 20% addressing access issues. While 6% of respondents praised existing walking and cycling opportunities, many highlighted barriers: 2% cited poor disabled access, 10% noted deteriorating rights of way, and a striking 49% flagged dangerous byways that deter walkers and riders. A further 16% called for new or improved active-travel routes, and another 16% urged better public transport links. Location-specific proposals included a 500-yard foot and cycle link west of Ford Station, a multi-user overbridge across the A27, accelerated completion of the Midhurst Greenway, strategic extensions to the Rother Valley Way, and improved access along the Rother and Arun waterways.

7.4 Online Stakeholder Mapping

An interactive [online mapping](#) tool has been developed to enable stakeholders to identify significant obstacles and missing links within the active travel network. This platform will remain available as a dynamic resource for collecting aspirational route proposals. Preliminary analysis indicates that many barriers are concentrated around key population centres and where the network intersects with major A roads.



In addition to our bespoke mapping tool, we have integrated additional stakeholder mapping resources, including Cycling UK's [online stakeholder map](#), the [list of suggested routes](#) from West Sussex County Council's Walking and Cycling Strategy 2015-2026, and Hampshire County Council's Countryside Access Plan development tool. These established tools have enabled us to cross-validate our findings and capture a broader range of community insights.



8. Regional Transport Landscape

8.1 Transport for the South East

Operating at a level between national policy and local delivery is Transport for the South East (TfSE), a sub-national transport body. In 2023, TfSE submitted its Strategic Investment Plan (SIP) to the Government, outlining a long-term vision to 2050 for a high-quality, safe, and sustainable transport system that supports economic growth and enhances quality of life across the region. Their SIP [South Downs National Park](#) and [Lewes, Eastbourne, and the Sussex Weald](#) factsheets identify a pipeline of transport schemes relevant to the SDNP, many of which integrate active travel routes. Aligning our ATNP with the strategic corridors and mobility hubs identified in the SIP is an essential strategy for maximising influence and securing investment. The planned Strategic Mobility Hubs, for instance at key gateways like Falmer, present a clear opportunity for the SDNPA to partner on delivering high-quality 'last mile' active travel connections from these hubs directly into the Park's network.

8.2 Local Transport Plans

Local Transport Plans (LTPs) across Hampshire, West Sussex, East Sussex, and Brighton & Hove set out a shared ambition for low-carbon, healthy, people-centred transport, and environmental protection. This creates a highly receptive policy environment for the SDNPA's active travel ambitions.



8.3 Local Cycling and Walking Infrastructure Plans

While LTPs set the overarching policy direction, LCWIPs are the primary tools for delivering infrastructure on the ground. Developed by our Local Highway Authority (LHA) partners, these plans are rightly focused on urban centres and key commuter corridors where the potential for modal shift from private vehicles is highest. However, the active travel networks identified in these LCWIPs often terminate abruptly at the boundary of the National Park, creating a disconnect between densely populated urban centres and the recreational and natural assets of the countryside.

The ATNP is strategically designed to complement and enhance LHA-led initiatives. Rather than operating in isolation, it strengthens partnerships by acting as a “value multiplier” for existing and planned investments. Through targeted interventions—bridging missing links, extending urban routes into the National Park, and connecting them to the wider PRoV network—the ATNP elevates the function of local infrastructure. Commuter routes become leisure gateways; local paths evolve into regional networks. This integrated approach delivers wider benefits: improved public health, a stronger visitor economy, and support for rural enterprise. In turn, it amplifies the impact of LHA investment and makes a compelling case for joint delivery.

This partnership model operates at all scales. The SDNPA supports and champions ambitious, community-led initiatives, such as the LCWIPs developed by Arundel Town Council and the joint plan for Steyning, Bramber, and Upper Beeding, as well as Horndean Parish Council’s Green Trail and Heritage Network. By providing technical assistance and potential funding, the ATNP helps to elevate these valuable local plans, integrating them into a cohesive, landscape-scale vision for active travel.

The strength of the ATNP lies in its collaborative foundation. By aligning with and building upon the networks set out in local LCWIPs, the ATNP helps to connect a series of valuable but distinct plans into a more cohesive and regionally significant network. This joined-up approach supports more effective investment, delivering shared benefits for residents, visitors, the rural economy, and the natural environment. It reflects the spirit of the strengthened ‘seek to further’ duty introduced by the Levelling-Up and Regeneration Act 2023 and reinforces the partnership-led ethos that is central to the long-term stewardship of the South Downs.



The following table illustrates how the ATNP integrates with and adds value to district LCWIPs across the region.

LHA Area	LCWIP	Core Local Focus	ATNP Interventions	Key Outcome
Hampshire	Winchester City & District LCWIPs	Walking zones and cycle routes in Winchester and surrounding market towns.	Extend the well-used Itchen Navigation creating a continuous corridor along the Itchen Valley.	Establish a strategic, multi-functional green corridor that significantly enhances both ecological and recreational connectivity.
			Develop 'green wheels' of connectivity around Winchester, Bishops Waltham, and Alresford.	Build a seamless network integrating the city and market towns with the National Park boosting the tourist economy.
	Eastleigh LCWIP	Establishing a core walking zone and primary cycle routes connecting areas like Eastleigh rail station to Fair Oak.	Extend the proposed Route 280 from Fair Oak to forge a new link into the National Park via Upham.	Creates a seamless urban-to-rural connection from a major rail station, providing direct access to the South Downs Way and unlocking recreational circuits.
	Horndean Green Trail and Heritage Network	Creating an accessible network of trails connecting residents with local heritage assets and new housing developments.	Develop high-quality connections from the local trail network into the National Park, extending routes from Catherington Down.	Transforms a valuable local amenity into a key gateway, providing thousands of new residents with direct and sustainable access to the South Downs.
	East Hampshire LCWIP	Cycle routes through key market towns like Petersfield	Develop the Rother Valley Way connecting Petersfield to Midhurst.	Delivers a long-held community aspiration for a strategic off-road route, addressing significant safety concerns on parallel A-roads.



West Sussex	Chichester LCWIP	A 58km cycle network and Core Walking Zone in the city centre.	Support delivery of Route A to provide the critical "first mile" link from the city to the Centurion Way.	Leverages local investment to unlock the full recreational and economic potential of the strategic Centurion Way corridor.
	Adur & Worthing LCWIP	East-west coastal routes and connections to local hubs.	Enhance north-south corridors like the Downs Link (Route 330) to create premier gateways to the National Park.	Transforms transport infrastructure into a public health asset, providing safe and sustainable access to green space for large coastal populations.
	Arundel Town LCWIP	Improving local connectivity between the town centre, railway station, and neighbouring parishes like Ford.	Enhance Route C2 (Herington's Field to Black Rabbit) to create a high-quality, legible route from Arundel's station directly into the South Downs.	Multiplies the value of local investment by supporting Arundel's position as a key destination with seamless access to the recreational landscape.
	Steyning, Bramber, & Upper Beeding LCWIP	A community-led plan to improve local connectivity and safety across the three parishes.	Champion ambitious new connections like the proposed east-west route from Chanctonbury Ring to Washington (Route 5.7).	Creates a safe, high-quality alternative to the dangerous A283, opening up a significant new recreational corridor along the foot of the Downs.
East Sussex	East Sussex LCWIP	A county-wide strategy including the flagship Egrets Way project and routes connecting coastal towns to the Downs	Act as a key delivery partner for the Egrets Way (Route N17), connecting Lewes to Newhaven.	Creates a premier, largely traffic-free tourism and leisure corridor through the Ouse Valley, linking rail and ferry hubs to the National Park.
Brighton & Hove	Brighton & Hove LCWIP	North-south corridors (e.g., Dyke Road) connecting the urban core to the Downs.	Ensure seamless, high-quality extension of key corridors beyond the city boundary and into the Park's recreational network.	Transforms urban commuter routes into premier leisure corridors, unlocking health and wellbeing benefits for the city's large population.



8.4 Rights of Way Improvement Plans

The National Park's extensive Public Rights of Way (PRoW) network is a unique and valuable resource, forming the backbone of both recreational access and sustainable local transport. Under the Countryside and Rights of Way (CROW) Act 2000, our LHA partners are required to produce Rights of Way Improvement Plans (ROWIPs). These plans provide a strategic assessment of how the network can better meet current and future needs.

While funding constraints can make ROWIPs aspirational, this ATNP provides a direct mechanism to deliver on their shared objectives. Rather than simply creating new infrastructure, a primary focus of this plan is to invest in and upgrade the existing PRoW network, ensuring it is fit for purpose and fully integrated into the wider transport system.

By integrating the priorities of our partners' ROWIPs and LCWIPs, this ATNP takes a holistic approach. It recognises that the PRoW network is an integral part of the solution for reducing traffic congestion, providing safer routes for vulnerable users, and connecting communities to essential services in both rural and urban settings. This ensures that investment is targeted to serve the needs of residents on utility journeys as well as visitors seeking recreation, delivering on multiple national transport goals simultaneously.

Key themes from the ROWIPs developed by our LHA partners include:

Hampshire – The Countryside Access Plan (CAP) is currently being reviewed. The new plan for 2025-2035 will incorporate enhanced focus areas including, health and wellbeing, accessibility for all, and climate resilience. The emerging CAP aims to create a strategic network, or 'green wheels' incorporating key links between population centres and places of interest in the countryside including the National Park.

West Sussex – The West Sussex Rights of Way Management Plan 2018-2028 is the current ROWIP. It focuses on improving connectivity to provide circular routes, creating safer routes away from busy roads, and improving access by removing barriers.

East Sussex – East Sussex are currently reviewing their Rights of Way Access Plan, the SDNPA are engaging with East Sussex to ensure that the plan aligns with our ATNP. Their previous plan for 2007-2017 includes priorities for improving access to the countryside from urban areas.

Brighton and Hove – The Brighton and Hove Rights of Way Improvement Plan 2017-2027 is the current ROWIP. The plan includes a priority to reduce severance and improve access to the National Park.



8.5 Emerging Needs from the Transport Plans

The collective transport plans point to a series of recurring infrastructure needs:

- **Safe Crossings over Major Roads:** Severance by major roads such as the A3, A24, A27, and A272 are consistently identified as major barriers.
- **Gateway Town and Rail Station Connectors:** Many key settlements and rail stations suffer from poor onward active travel connections.
- **Shorter Circular Routes:** There is a lack of shorter, accessible routes suitable for families and less active users.
- **North-South Downs to Coast Corridors:** There is a clear need to connect large populations along the coast with the National Park to the north.
- **Enhancing the East-West Corridor:** Upgrading and extending east–west routes is needed to create a continuous, high-quality network.



9. Key Principles for Active Travel Interventions

The ATNP will apply the principles set out in Active Travel England's emerging Rural Design Guidance, which adapts the core LTN 1/20 principles (Coherent, Direct, Safe, Comfortable, and Attractive) to a rural context. The following nine bespoke principles have been developed to ensure that all schemes are designed to achieve these national standards while also being fully aligned with the National Park's statutory purposes and duty. The diagram below illustrates how each of the nine active travel principles align with the statutory framework that underpins the National Park:



These principles will be further developed into a detailed implementation guide (see Appendix 2) and a formal application process (see Appendix 3) to ensure that all projects added to the delivery pipeline are appropriate, well-conceived, and fully aligned with the plan's strategic objectives.



9.1 Principles for Conserving and Enhancing the National Park

The following three principles aim to ensure active travel infrastructure makes a positive and demonstrable contribution to the conservation and enhancement of the natural beauty, wildlife, and cultural heritage of the National Park.

Principle 1: Landscape-Led and Culturally Sensitive Design

Active travel routes will be landscape-led, ensuring that they protect, enhance, and reveal the distinctive character and rich cultural heritage of the South Downs.

Principle 2: Creating and Strengthening Ecological Networks

Active travel routes will be planned, delivered, and managed as multifunctional green corridors that contribute to the ecological resilience of the National Park. Implementation guidance will ensure route proposals align with and support the emerging LNRs.

Principle 3: Protecting Sensitive Environments and Heritage Assets

A precautionary and evidence-led approach will be taken to avoid harm to the most sensitive parts of the National Park, including designated wildlife sites, priority habitats, and heritage assets.

9.2 Principles for Promoting Public Understanding and Enjoyment

The following three principles aim to ensure the active travel network provides high-quality, safe, and inclusive opportunities for the public to access, understand, and enjoy the Special Qualities of the National Park.

Principle 4: A Coherent and Legible Network for Discovery

The active travel network must be coherent, legible, and seamlessly integrated, connecting people to the places they want to go and enabling journeys of discovery.

Principle 5: Safe, Tranquil, and Welcoming Journeys

All routes must be designed to be, and to feel, exceptionally safe and welcoming, protecting the quality of tranquillity that is a special quality of the National Park.

Principle 6: Inclusive Access for All

The active travel network must be designed to be inclusive and accessible to the widest possible range of users, regardless of age, mobility, or confidence, actively removing barriers to participation.



9.3 Principles for Fostering Economic and Social Wellbeing

The following three principles that address the National Park Authority's statutory duty to seek to foster the economic and social well-being of its local communities, ensuring that the active travel network delivers tangible benefits for the people who live and work in the Park.

Principle 7: Supporting a Thriving and Sustainable Visitor Economy

The active travel network will be designed to support and enhance a sustainable visitor economy, connecting visitors to local businesses and attractions in a way that distributes economic benefits and manages visitor pressure.

Principle 8: Enabling Healthy and Active Local Communities

The network must support both everyday mobility and recreational access for the Park's residents, providing safe, convenient routes for daily journeys and inviting people to explore and enjoy the landscape.

Principle 9: Integrating with a Living, Working Landscape

Route development and management must be undertaken in close partnership with land managers, respecting land ownership and ensuring the network is successfully integrated with the Park's primary economic activities.

10. Scope, Focus, & Approach

10.1 Geographical Extent

The geographical scope of this ATNP extends beyond the formal boundary of the South Downs National Park to strategically include neighbouring parishes and key access corridors. This broader approach reflects the reality that many journeys begin or end just outside the National Park boundary and is essential for creating a coherent and effective network. This expanded scope aligns with the strengthened 'seek to further' duty introduced by the Levelling-up and Regeneration Act, which requires relevant authorities to actively further National Park purposes, including when considering areas beyond the National Park boundary where functional connectivity is relevant.

10.2 Timescales

The plan embraces a long-term strategy for developing the ATNP, ensuring adaptability through a rolling 10-year programme. This approach keeps the ATNP as a living framework, rather than a static document. Recognising the evolving landscape of Local Government, the ATNP strengthens community leadership and parish council involvement to foster collaborative progress. The plan is anchored in three core components: a strategic Active Travel Network Map, a phased Delivery Pipeline, and a Collaborative Governance Model.



10.3 Strategic Focus Areas

The key focus areas from stakeholder consultation and local transport plans converge on the same priorities. The ATNP's decade-spanning investment strategy will integrate these insights with long-term objectives.

Strategic Focus	Strategic Actions	Justification	Priority Level
Addressing difficult crossings and reducing severance	➤ Invest in safe crossings ➤ Reduce severance ➤ Preserve quiet lanes	Highest stakeholder support and aligns with DfT emphasis on removing barriers	Top priority
Creating shorter circular routes from communities, sustainable transport hubs, and tourist hotspots	➤ Work with partners to map and develop local circuits ➤ Enhance connectivity ➤ Focus on user experience ➤ Promote green tourism	Key theme from local transport plans and supports stakeholder feedback, edge-of-town access, green tourism, and will be attractive to casual users and families	Top priority
Developing existing aspirational routes,	➤ Accelerate route completion ➤ Enhance connectivity ➤ Ensure all-weather reliability	Key theme from local transport plans and strong local mandate to build on previous strategy foundations	High
Upgrading and surfacing the existing Public Rights of Way network	➤ Implement tactical upgrades ➤ Balance multi-use objectives ➤ Integrate with local networks	Supports rural access and leverages existing assets	High
Creating longer, segregated off-road cycling and walking routes	➤ Identify Key Corridors ➤ Facilitate multi-modal connections ➤ Work with local communities	Strong support but potentially higher costs; should be pursued where feasible	Important



10.4 Route Prioritisation

Aspirational routes will be prioritised using a two-stage process to balance strategic ambition with practical deliverability.

Stage I - Strategic Ranking

All aspirational routes will first be scored against a Multi-Criteria Assessment (MCA) framework to establish a strategic ranking based on their alignment with the Strategic Focus Areas and deliverability against the Active Travel Design Principles for interventions within the National Park. This identifies the most desirable and impactful projects in principle. The criteria and weightings are detailed in the table below:

Criterion	Description	Weight
Value for Money	Does the project provide good value for money - does it multiply the value of an existing active travel route or link to an accessibility or sustainable transport hub?	3
Addressing difficult crossings and reducing severance	Does the project improve difficult crossings and reducing severance, or will the project preserve quiet lanes?	5
Shorter circular routes from communities, sustainable transport hubs, and tourist hotspots	Does the project create a shorter circular route from a community, sustainable transport hub, or tourist hotspot?	5
Developing existing aspirational routes.	Is the route already an aspirational or promoted route. How well does the route contribute to connectivity along the east-west and north-south corridors?	4
Existing Public Rights of Way	Does the project make good use of existing assets such as the PRow network?	4
Creating new longer, segregated off-road routes	Is the route a new longer segregated off-road route, within the east-west and north-south corridors?	3
Conserving and enhancing the National Park	What is the potential for the project to align with principles 1-3?	5
Promoting public understanding and enjoyment	What is the potential for the project to align with principles 4-6?	4
Fostering economic and social wellbeing	What is the potential for the project to align with principles 7-9?	3



Stage 2 - Deliverability Filter

The top-ranked schemes from Stage 1 will then be subjected to a separate "Deliverability Filter". This involves a more detailed, practical assessment against practical criteria to confirm a realistic, phased delivery pipeline.

- Land ownership status and access agreements
- Estimated cost band
- Planning, environmental and design complexity
- Confirmed partner and stakeholder support
- Delivery risks and mitigation potential

This two-stage approach ensures we honour the strategic priorities identified by stakeholders while focusing our efforts on schemes that are both transformational and achievable.

10.5 Delivery Pipeline

To convert our Active Travel Network Map into actionable outcomes, projects from the 10-year Strategic Network Plan flow into a prioritised and dynamic programme. This programme is structured across three overlapping phases; the multi-criteria assessment above will also be used to prioritise how projects move through the phases:

Long-Term Schemes (>5 Years): Aspirational Pool

This pool comprises the network's most ambitious projects that require extended timeframes. Corridor alignments are safeguarded through the Local Plan.

Medium-Term Schemes (3–5 Years): Development Pipeline

Selected from the Aspirational Pool, these high-priority projects undergo detailed investigation, feasibility studies, and preliminary design work.

Short-Term Schemes (<3 Years): Shovel Ready Projects

This is a continuously updated register of initiatives that are fully prepared for immediate delivery, with completed designs, finalised costings, and secured land agreements. This register of fully developed schemes ensures the SDNPA maintains pipeline readiness, positioning us to secure and deploy capital grants from Active Travel England and other national funding bodies at short notice.



11. Governance & Funding

11.1 Collaborative Governance Model

The ATNP's successful delivery depends on a flexible, partnership-led governance model that can adapt to forthcoming local government reforms. Under this model, we will formalise Memoranda of Understanding with our Local Highway Authority partners and with emerging unitary and combined authorities to define shared objectives, decision-making processes and delivery responsibilities. We will also actively engage district, borough, parish and town councils, landowners and community groups throughout planning and implementation, supporting parish and town councils as “Local Delivery Leads” for specific schemes with clear guidance and capacity-building resources. This adaptable structure ensures the ATNP remains aligned with evolving governance arrangements and fulfils the strengthened “seek to further” duty set out in the Levelling-Up and Regeneration Act 2023.

11.2 A Diversified Funding Strategy

Delivering the ATNP will require a proactive and diversified funding strategy. The SDNPA will act as a ‘project enabler’, blending different funding streams to create viable financial models for complex schemes. This approach treats different types of projects as distinct ‘investment products’, tailored to the interests of different funders beyond traditional active travel grants.



Refurbished Singleton Railway Station on Centurion Way – photo by Sam Moore



The ATNP aligns with multiple targets under the PMP, particularly Aim 5, and supports outcomes in accessibility, public health, cultural heritage, nature recovery, and sustainable tourism. This opens opportunities to match infrastructure delivery with funding sources that reflect the specific benefits of each scheme. For example, projects with heritage value may be eligible for support from the National Lottery Heritage Fund, while those delivering measurable biodiversity benefits could attract green finance through SDNPA's ReNature Credits programme. Developer contributions (S106/CIL) will be pursued where schemes directly mitigate the impact of new development. Public health grants may support accessible routes that improve wellbeing, particularly in underserved communities.

Project Type	Description	Primary Funding Source	Secondary Funding Source	Key Delivery Partners
Severance Crossing	New bridge or underpass across a major road (e.g., A27) to reconnect communities and access routes.	Active Travel England (ATE); National Highways (Designated Funds); Department for Transport (DfT).	Developer Contributions (S106/CIL) from major nearby developments.	LHA; National Highways; District Council (Planning).
Heritage Trail on Disused Railway	Multi-user path restoring and interpreting a historic transport corridor, connecting settlements.	ATE; National Lottery Heritage Fund (NLHF).	Green Finance (ReNature/Carbon credits); Community Fundraising.	LHA (Highways); Local Heritage Groups; Landowners; Railway Paths Ltd.
'Last Mile' Station Link	High-quality, direct route connecting a mainline railway station to the National Park boundary or a key visitor destination.	ATE; LHA (Local Transport Plan funds); Rail Operator (Station Improvement Funds).	Local Enterprise Partnership (LEP) funding; Business Improvement District (BID) levy.	LHA; Network Rail; Train Operating Companies; District Council.
Green Corridor/ Nature Recovery Route	Route designed to enhance ecological connectivity, linking priority habitats and providing public access.	DEFRA (e.g., Landscape Recovery funds); ATE.	Green Finance (ReNature/Carbon credits); Corporate ESG partnerships.	National Trust; Forestry England; Wildlife Trusts; Local Farmer Clusters.
Community 'Miles Without Stiles' Route	Short, circular, accessible route from a village centre, designed to improve health and wellbeing for less active residents.	ATE (Capability Fund for design); Public Health grants; National Lottery Community Fund.	Parish Council precept; CIL (Neighbourhood Portion); Local fundraising.	Parish/Town Council; Local Community Groups; Public Health Teams.



11.3 Proactive Risk Management

This plan incorporates a formal risk management framework to build confidence with funders and partners. A dedicated Risk Register will be maintained and regularly reviewed to assess the likelihood and impact of identified risks and detail specific mitigation and contingency plans.

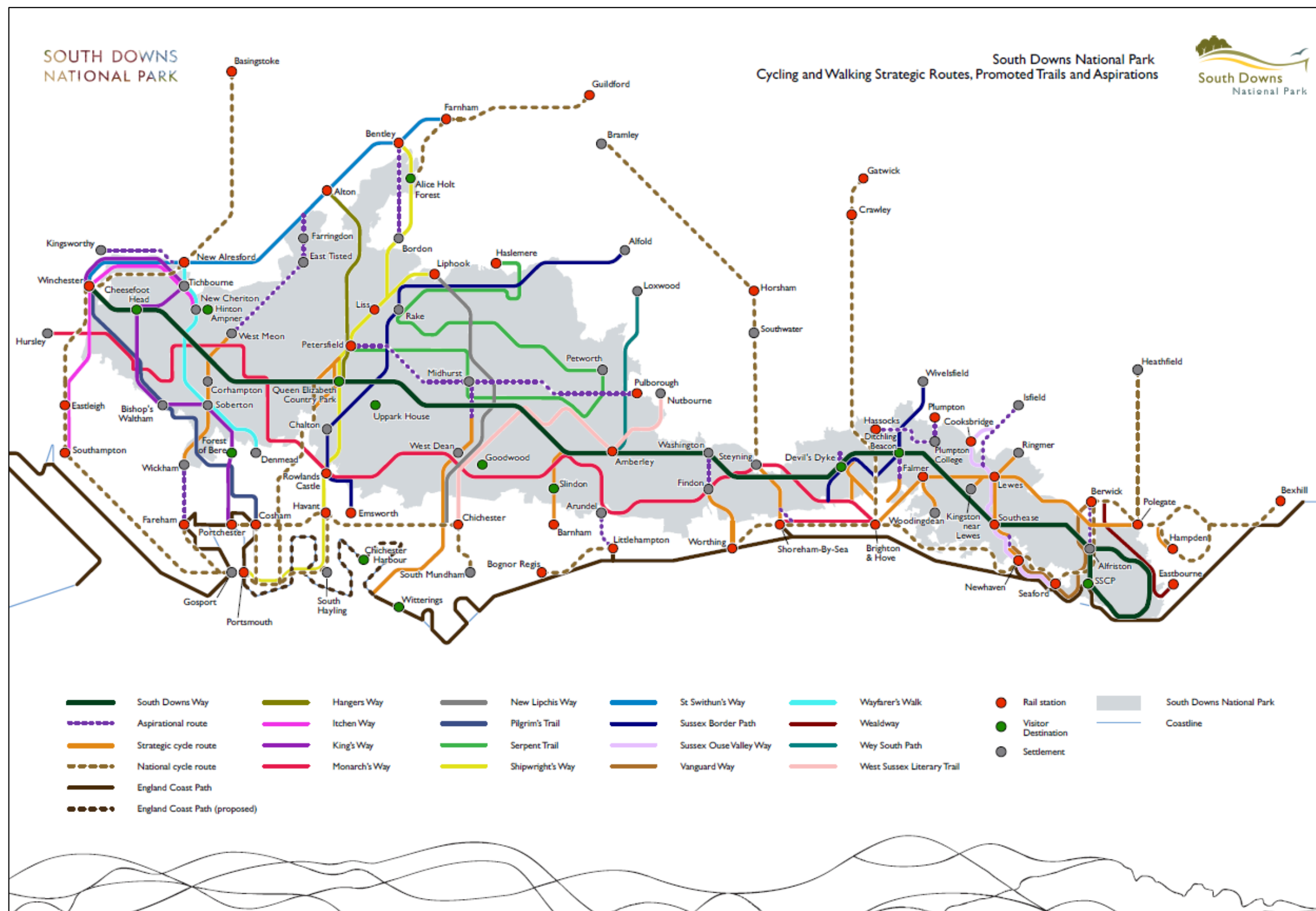
	Description	Likelihood (1-5)	Impact (1-5)	Risk Score (LxI)	Mitigation Measures	Risk Owner
Financial	Failure to secure sufficient capital funding for prioritised schemes due to competition for national grants.	4 (High)	5 (Critical)	20 (Extreme)	Develop a diversified funding strategy; create a pipeline of "shovel-ready" projects; establish joint funding bids with LHA partners via formal governance structure	National Trails & Countryside Access Lead
Delivery	Inability to secure necessary land access or permissions from multiple private landowners for a key strategic route.	4 (High)	4 (High)	16 (High)	Engage landowners at the earliest possible stage (pre-feasibility); explore alternative alignments; offer fair permissive path agreements; utilise CPO powers as a last resort in partnership with LHA.	SDNPA Project Manager
Reputational	Strong local opposition to a proposed scheme (e.g., due to perceived loss of parking or impact on amenity), leading to political delays or cancellation.	3 (Medium)	5 (Critical)	15 (High)	Implement a robust, multi-stage community engagement plan for all major schemes; use trial schemes/tactical urbanism to demonstrate benefits; secure local champions and advocates early.	SDNPA Project Manager
Environmental	Unforeseen negative impacts on a designated wildlife site (SSSI, SAC) or heritage asset discovered during detailed design or construction.	2 (Low)	5 (Critical)	10 (Medium)	Conduct thorough ecological and archaeological surveys at feasibility stage; design in mitigation measures (e.g., buffer zones, sensitive construction timing) from the outset; maintain close liaison with Natural England and Historic England.	SDNPA Project Manager
Governance	Lack of coordination or conflicting priorities between partner authorities stalls progress on cross-boundary projects.	3 (Medium)	4 (High)	12 (Medium)	Establish formal governance structure secure signed MOUs with all LHA partners defining roles and shared objectives.	Rights of Way & Access Officer



12. ATNP Vision Map

12.1 Overview Map

The ATNP Vision Map forms the backbone of our plan, setting out our ambitions for a connected and accessible active travel network. The tube-style map below highlights our strategic priorities and illustrates the key routes we aim to develop. A more detailed development map is provided at Appendix I.



<Click the map to view full version>

13. Part I: Western Downs (Winchester to Alresford)

The western gateway to the National Park, defined by the historic city of Winchester and the chalk stream landscapes of the River Itchen.

Key Settlements

The Winchester District serves as the crucial western gateway to the South Downs National Park. Its combination of a major historic city, well-connected market towns, and direct transport links makes it a primary hub for visitors. As the historic capital of England and the western terminus of the South Downs Way, Winchester is a premier gateway city, with direct train services from London taking as little as 56 minutes. Key market towns such as the medieval Bishop's Waltham and Georgian Alresford, home to the Watercress Line heritage railway, further strengthen the district's role as a centre for leisure and tourism.

Health & Wellbeing

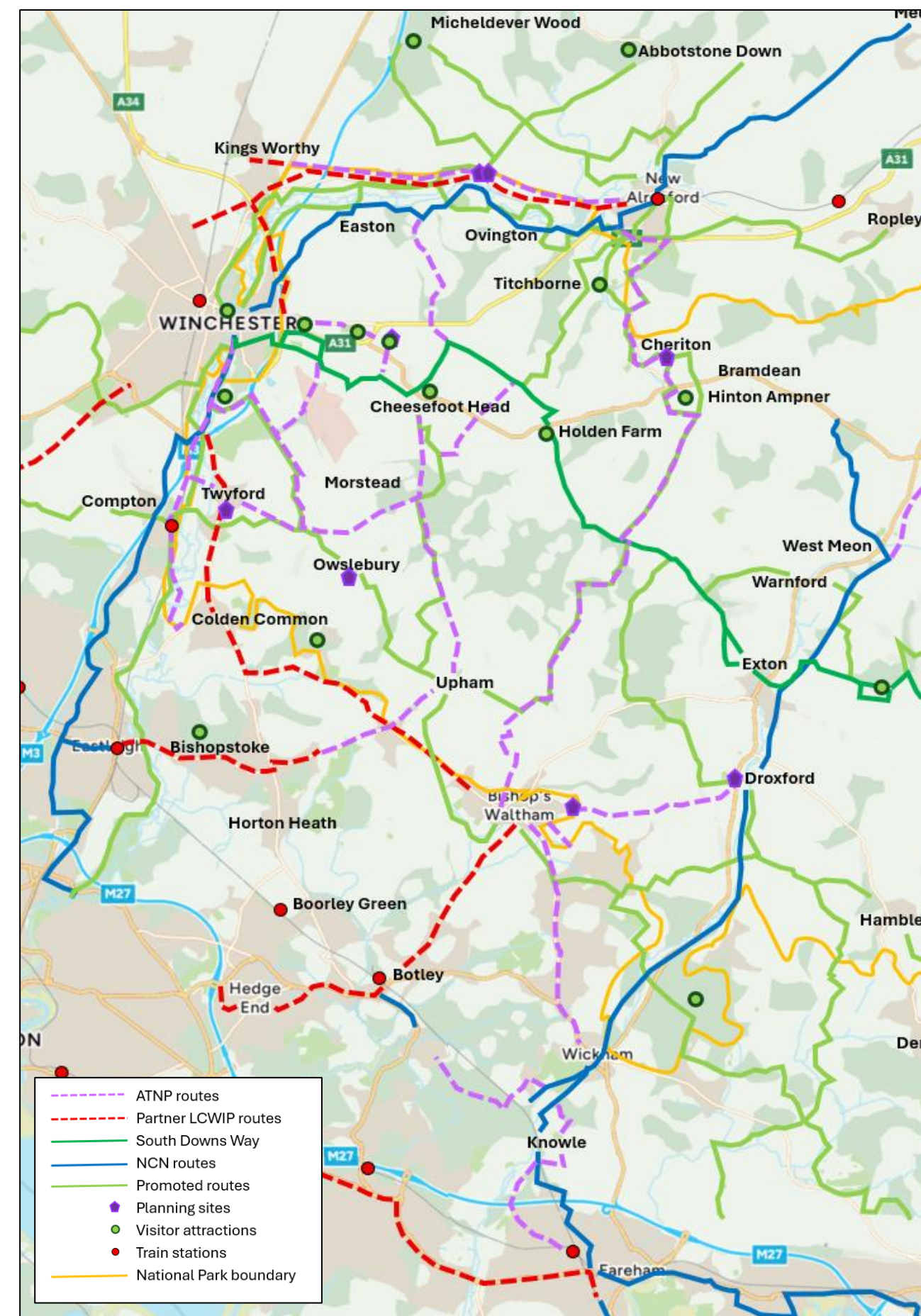
Although overall health in Winchester District is strong, pockets of deprivation in urban wards such as St Bartholomew and St Michael, highlighted by the 2019 IMD Health Deprivation and Disability scores, face limited access to high-quality green space. Establishing direct, safe active-travel corridors from Winchester's city centre into the National Park would bridge that nature-access gap, encourage regular exercise across all age groups, and help redress health inequalities district-wide. Creating active travel connections from nearby cities such as Eastleigh and Fareham would also be highly effective health interventions.

Severance

A significant barrier to accessing the National Park from the Winchester district is the severance caused by major trunk roads. Stakeholder consultations consistently identify the M3, A31, A34, A272, and the busy Morstead Road as routes that isolate communities and fragment the active travel network. The South Downs Way National Trail itself crosses the M3 and A31 on a bridge to exit Winchester, and until recently, the onward route for cyclists and equestrians was a narrow path immediately adjacent to the busy A31. While interventions like the new off-road Chilcomb Link have to some extent addressed this specific issue, these major corridors remain significant obstacles that deter less confident users and require strategic investment in safe crossing points to create a truly connected network.

Promoted Routes

The district's recreational network centres on several promoted routes, most notably the South Downs Way, which begins its journey to Eastbourne from Winchester. Key ambitions include supporting its proposed realignment near the city to create a more scenic gateway via St Catherine's Hill, and a separate intervention with the Milbury at Beauworth to provide a safer, off-road route. This is complemented by other valuable traffic-free corridors along former railway lines. The popular Meon Valley Trail has a long-standing ambition to extend north to Chawton and connect with National Cycle Network route 224, with further potential links south to Fareham, Whiteley, Droxford, and Swanmore. Similarly, the community-led Watercress Way project proposes reopening the disused line from Kings Worthy to Alresford, creating a new recreational asset and linking several villages.



Tourist Attractions

The district is home to a rich variety of visitor attractions, and a key goal of this plan is to make them more accessible via active travel. The proposed extension of Eastleigh's Route 280 into the National Park via Upham will create new recreational circuits to major destinations like Marwell Zoo. Similarly, the development of a continuous active travel corridor along the Itchen Valley is designed to forge better links to the National Trust's Hinton Ampner estate. For unique experiences, the network of routes radiating from Winchester will improve access to the Matterley Estate, home to the Boomtown Festival, and the Winchester Science Centre and Planetarium, an official Dark Sky Discovery Site within the National Park which is an International Dark Sky Reserve. The wider landscape features the ancient woodlands of West Walk, and the important National Nature Reserves at Beacon Hill and Old Winchester Hill.

Pubs, Cafes and Campsites

The landscape is dotted with traditional country pubs, cafes, and campsites that are popular with walkers and cyclists, forming an essential part of the recreational network. Along the scenic Itchen Valley, establishments such as The Plough in Itchen Abbas, The Bush Inn at Ovington, and the Titchborne Arms provide vital refreshment stops, as does The Ship Inn in the rural village of Owslebury. The network is further enhanced by cycle-friendly cafes in strategic locations, including the Cadence Handlebar Cafe at the foot of St Catherine's Hill and the new Baker & White coffee shop on the South Downs Way at Cheesefoot Head. For multi-day journeys, campsites are central to this ecosystem, with Holden Farm being a prime example, located directly on the South Downs Way and offering excellent facilities for walkers and cyclists.

Transport Plans

Local transport plans provide a strong and synergistic foundation for ATNP interventions, with the Winchester and Eastleigh LCWIPs working in tandem to create a comprehensive network. The Winchester City and District LCWIPs establish a framework for creating 'green wheels' of connectivity radiating from the city into the National Park. A central ambition is the creation of a continuous active travel corridor along the Itchen Valley, which would be achieved by building upon and linking key district routes such as Route 100 (Easton to Winchester) and Route 210 (Kings Worthy to New Alresford). This would forge vital connections between the rural parishes of Easton, Itchen Abbas, and Titchborne, linking them to the city and visitor attractions like Hinton Ampner. To boost the recreational and tourist economy, the plan also proposes extending routes like Route 120 (South Winchester to Otterbourne) and creating direct connections from rural communities including Owslebury and Twyford to the proposed realignment of the South Downs Way National Trail as it approaches Winchester.

The Eastleigh LCWIP complements these proposals by providing strategic connections from the large urban populations to the south. Its plan to extend Route 280 from Eastleigh's rail station through Bishopstoke and Fair Oak would forge a new, seamless urban-to-rural link into the National Park via Upham. This single intervention would provide direct access to the South Downs Way and unlock potential for new recreational circuits to destinations like Owslebury and Marwell Zoo. Furthermore, Eastleigh's planned Route 340 (Otterbourne to Swathing) directly strengthens the case for the Itchen Valley corridor by connecting Hockley to Otterbourne, while Route 262 (Kanes Hill Roundabout to

Botley) creates a logical springboard for a valuable connection from Botley Train Station into the National Park, serving the historic market town of Bishops Waltham.

Nature Recovery

The ATNP interventions in the Winchester district are designed to be a primary delivery mechanism for the emerging Hampshire Local Nature Recovery Strategy (LNRS). The focus on creating continuous active travel corridors along the Itchen and Meon Valleys directly aligns with the LNRS objectives of linking Areas of Particular Importance for Biodiversity (APIB) and strengthening riverine habitats. These routes will be designed as multifunctional green corridors, enhancing ecological connectivity for species like otters and water voles, while providing sustainable access for people.

Allocated Sites

Allocated development sites provide tangible opportunities to deliver missing links in the rural network. In Droxford and Swanmore, new non-motorised, multi-user links can be created to connect with the popular Meon Valley Trail. In Owslebury, an area with significant equestrian use, interventions can focus on improving bridleway surfaces and creating new links towards Twyford and Colden Common. The allocated site at Twyford is particularly strategic, offering the opportunity to create vital connections into Winchester and to the proposed new alignment of the South Downs Way National Trail.

14. Part 2: East Hampshire Downs (Alresford to Petersfield)

A transitional landscape encompassing the wooded 'Hangers' and the key inland hub of Petersfield.

Key Settlements

East Hampshire is home to several key settlements that act as important gateways and hubs for accessing the National Park. Petersfield, a traditional market town, is often called the 'Gateway to the South Downs National Park' as it is surrounded by it, offering excellent rail and road connections. The thriving market town of Alton serves as an ideal starting point for exploring the northern part of the district, particularly the 'Hangers', a series of steep wooded hills. The large village of Liss has a mainline railway station providing direct access into the heart of the National Park, while Horndean and Clanfield are significant villages on the southern edge providing local access. The historic village of Buriton lies at the foot of the Downs just south of Petersfield, and Selborne is famous for its connection to the naturalist Gilbert White.

Health & Wellbeing

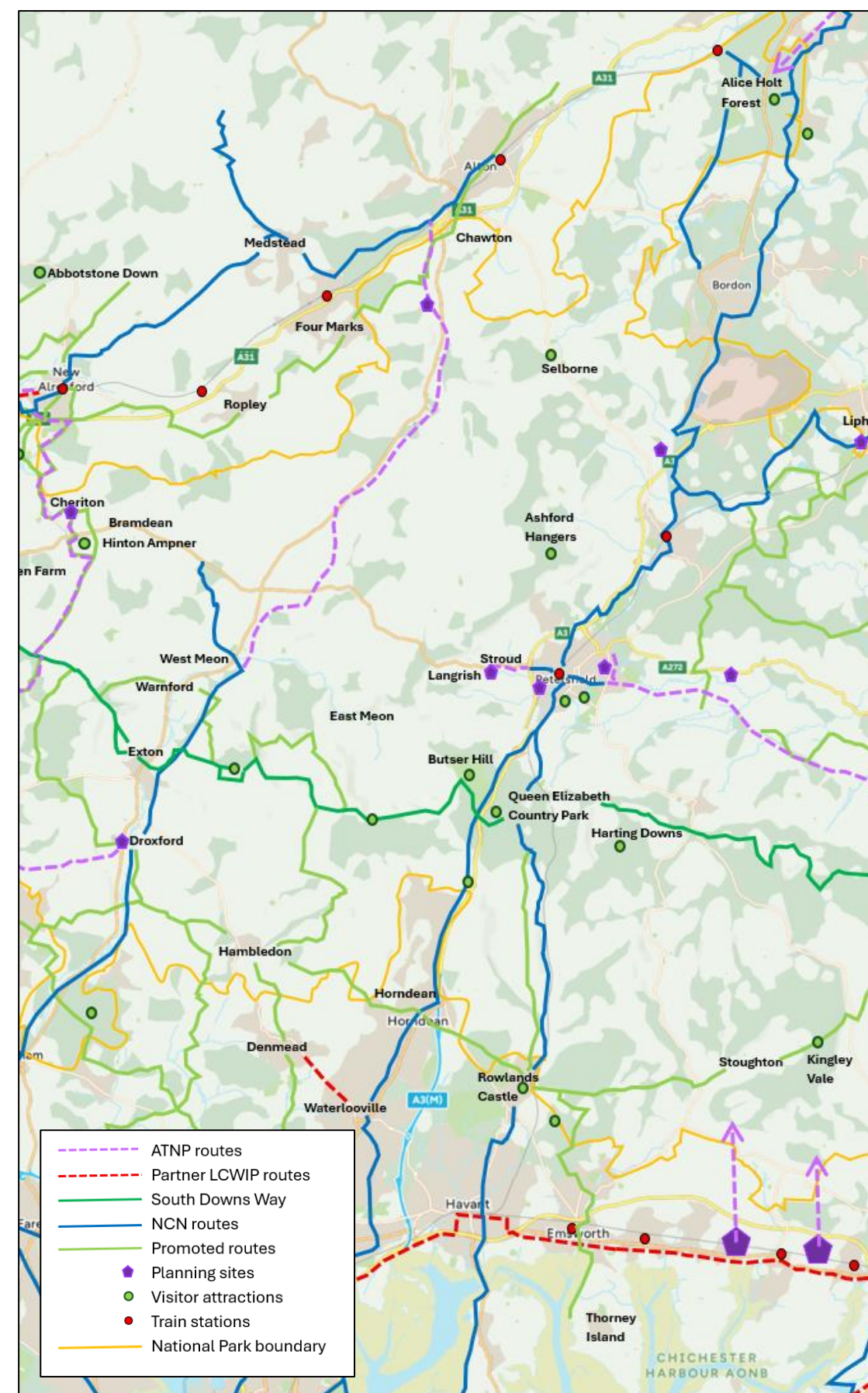
East Hampshire's predominantly rural district, with 24.5 percent of residents aged 65 and over (versus 18.6 percent nationally), faces a pronounced life-expectancy gap, high obesity rates and widespread sedentary behaviour. Preventative health measures are therefore vital, and prioritising safe, direct active travel links in the fast-growing southern settlements of Horndean and Clanfield will embed daily physical activity into residents' routines and curb emerging car dependency. Creating active travel connections from nearby cities such as Fareham and Portsmouth would also be highly effective health interventions.

Severance

The primary barrier to active travel in East Hampshire is the severance caused by the A3 and A272 trunk roads. The A3, a major route between London and Portsmouth, circuits Petersfield and passes close to Horndean and Clanfield, creating a significant obstacle for non-motorised users wanting to access the countryside to the east and west. The A272, which cuts east-west through the district, further fragments the network, particularly around Petersfield. These busy corridors deter less confident users and isolate communities from the National Park, reinforcing the need for strategic investment in safe, dedicated crossing points.

Promoted Routes

The district is crossed by several nationally and regionally significant promoted routes. The South Downs Way passes just south of Petersfield, connecting the area to the wider National Trail network. The 50-mile Shipwrights Way runs north-south through the district, linking Alice Holt Forest, Bordon, Liss, and Petersfield with Queen Elizabeth Country Park and the coast. Complementing this is the 21-mile Hangers Way, which runs from Alton through Selborne and Steep to meet the South Downs Way at Queen Elizabeth Country Park.



Tourist Attractions

East Hampshire offers a wealth of attractions that draw visitors to the National Park. Queen Elizabeth Country Park, just south of Petersfield, is a major gateway with over 2,000 acres of woodland and downland, with Butser Hill at its heart. The area has strong literary connections, with Gilbert White's House & The Oates Collection in Selborne being a major cultural destination. Other key sites include the unique archaeological site of Butser Ancient Farm, Petersfield Museum and the popular Petersfield Heath. The landscape itself is an attraction, with the steep wooded Ashford Hangers, the important heathland of Woolmer Forest, and the tranquil Selborne Common all offering unique experiences.

Pubs, Cafes and Campsites

A strong network of rural pubs, cafes, and campsites supports the visitor economy and provides essential services for those exploring the area. Pubs such as the Selborne Arms in Selborne and the Hawkley Inn in Hawkley are popular stops for walkers on the Hangers Way, offering local ales and food. Bolly's Cafe, located at the Meon Springs Fly Fishery near East Meon, is a particularly convenient and popular stop for those on the South Downs Way, providing refreshments in a tranquil setting directly on the trail. The area around Petersfield is well-served with campsites that cater to walkers and families, including Upper Parsonage Farm, which is just half a mile from the South Downs Way, and Cedar Valley, which has its own on-site pizza restaurant and bar.

Transport Plans

Local transport plans provide a robust framework for targeted ATNP interventions. The East Hampshire District LCWIP identifies core walking zones in Alton, Bordon, and Petersfield, and establishes primary cycle routes including a north-south corridor from Horndean to Borden (Route 110) and an east-west route through Petersfield (Route 220). A key ATNP priority is to support a strategic extension from Petersfield's rail hub to connect with the South Downs Way and the network of rural parishes. This approach also allows for the championing of aspirational, community-backed projects like the proposed Rother Valley Way, a safe, traffic-free path along the former railway line between Petersfield and Midhurst, which would address significant safety concerns on parallel roads.

At a more local level, the community-led Horndean Green Trail and Heritage Network provide an excellent model for partnership. Its goal is to create an accessible network connecting residents with local heritage and integrating new housing developments. The ATNP's role is to multiply the value of this investment by ensuring the network forges high-quality connections into the National Park, such as the proposed routes extending west towards Catherington Down. This transforms a valuable local amenity into a key gateway, providing direct and sustainable access to the South Downs for thousands of residents.

Nature Recovery

Proposals in East Hampshire directly support the objectives of the Hampshire LNRS by creating and enhancing green corridors that link key habitats. The aspirational Rother Valley Way, following a disused railway, will serve as a vital ecological corridor connecting the heathlands and woodlands of the Western Weald, providing a safe passage for wildlife away from busy roads. Similarly, enhancing connections to

large habitat blocks like Queen Elizabeth Country Park and Alice Holt Forest strengthens the resilience of these areas by improving landscape-scale connectivity.

Allocated Sites

Allocated development sites across East Hampshire offer significant opportunities to deliver key active travel links. In Liphook and Binsted, sites can facilitate the upgrading of footpaths to create multi-user routes connecting to the wider countryside, Alice Holt Forest, and the Shipwrights Way. Allocations in and around Petersfield, Sheet, and Stroud provide a crucial opportunity to secure contributions towards the aspirational strategic route from Petersfield to Pulborough along the disused railway line. These developments can also deliver vital local connections, such as a new multi-user route from Stroud and Sheet into Petersfield town centre.

15. Part 3: Western Weald & Downs (Petersfield to Arundel)

The vast western portion of the central park, covering the wooded Weald and chalk downs of the Chichester District.

Key Settlements

This western section is anchored by a series of historic market towns and key gateways. The cathedral city of Chichester serves as the major southern gateway, with significant transport connections. Within the park's interior, the historic market towns of Midhurst and Petworth are vital hubs, providing essential services and access to the surrounding rural parishes and landscape.

Health & Wellbeing

For the more affluent district of Chichester, where health outcomes are already among the best in England, interventions focus on preventative health and maintaining active lifestyles. The strategy here is to provide high-quality, safe, and attractive car-free recreational opportunities, such as improving links to the Centurion Way, to encourage continued physical activity and cater to a population with high rates of excess weight (62.0%) and physical inactivity (19.6%).

Severance

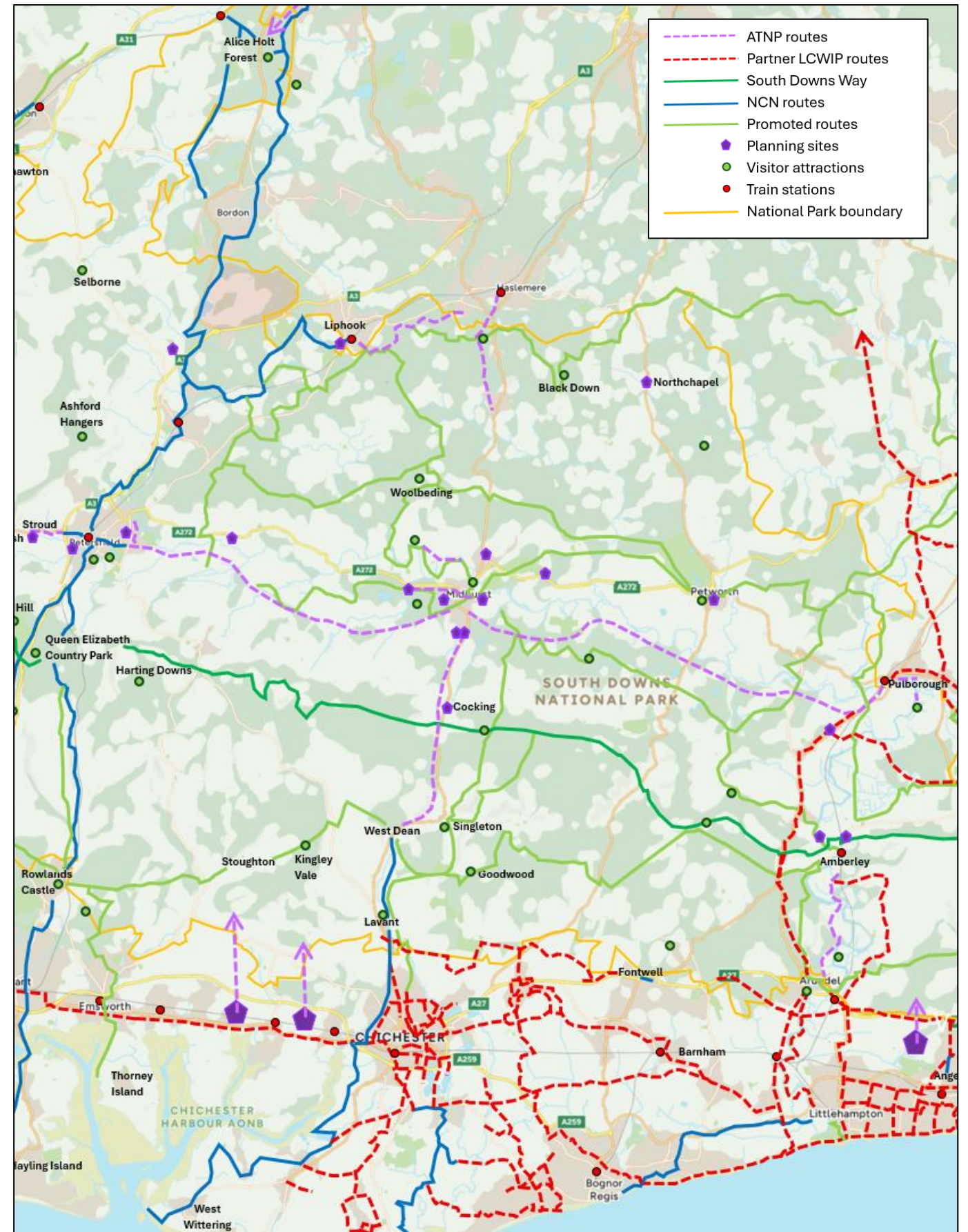
The landscape of the Western Weald and Downs is severely fragmented by major transport infrastructure. The A27 trunk road, running along the coastal plain, is the most significant barrier, effectively severing the city of Chichester from the National Park to the north. Further north, the A272 crosses the park between Midhurst and Petworth, creating challenges for east-west connectivity and isolating communities from the landscape.

Promoted Routes

The recreational network in this section is defined by its flagship multi-user paths along disused railway lines. The most significant of these is the Centurion Way, a popular path providing a vital link from the city of Chichester northwards towards the Downs. A key ambition is to extend the Centurion Way from West Dean to connect with the South Downs Way, creating a premier gateway corridor. The South Downs Way National Trail itself passes across the district along the chalk ridge. Other aspirational routes, such as the Rother Valley Way connecting Midhurst to Petersfield, also form part of the long-term vision for creating a cohesive network.

Tourist Attractions

This region boasts a remarkable density of nationally significant attractions. The landscape is defined by great estates such as Petworth House and Park, Uppark House, the Goodwood Estate, and Stansted House and Gardens. Cultural heritage is exceptionally rich, with major destinations including the Weald and Downland Living Museum, Bignor Roman Villa, and West Dean Gardens. The natural environment offers unique experiences, from the ancient yew forest at Kingley Vale National Nature Reserve to the heathlands of Iping and Stedham Common. This section also contains the highest point in the entire National Park, Black Down, at 280m.



Pubs, Cafes and Campsites

A strong network of rural pubs, cafes, and campsites supports the visitor economy and provides essential amenities for those exploring the National Park. Traditional country pubs like The Royal Oak in East Lavant, The Welldiggers Arms near Petworth, and The White Horse in Chilgrove are popular with walkers and cyclists. The district also offers unique camping experiences, such as the "gastro campsite" at Woodfire Camping on the Westerlands Estate near Petworth, which offers locally sourced meals and provides direct access to the South Downs Way, catering to a growing market for high-quality tourism experiences.

Transport Plans

A multi-tiered planning framework is in place to deliver active travel improvements. This ranges from the city-focused Chichester LCWIP, which establishes the critical "first mile" link from the city to the start of the Centurion Way, to the overarching West Sussex County Council LCWIP, which provides the strategic backbone for key long-distance corridors. The role is to champion the delivery of these vital inter-community corridors, ensuring that investments made in individual towns are fully realised.

Nature Recovery

The enhancement of disused railway lines is a cornerstone of the nature recovery strategy in this section. Flagship projects like the Centurion Way and the aspirational Rother Valley Way are not only recreational assets but also established wildlife corridors. Enhancing these routes for active travel will be done in a way that boosts their ecological value, for example by managing verges for pollinators and improving connectivity between the fragmented ancient woodlands and heathlands of the Western Weald, directly contributing to the aims of the West Sussex LNRS.

Allocated Sites

Allocated development sites across the district present significant opportunities to secure funding and deliver key active travel connections. Sites in Cocking, Midhurst, Petworth, and Rogate are strategically placed to provide contributions towards major aspirational projects, such as the proposed multi-user routes along the disused railway lines from West Dean to Midhurst and from Petersfield to Pulborough. In other areas, new developments can deliver vital local links, such as in Easebourne and Lodsworth to create multi-user routes into Midhurst.

16. Part 4: Arun Valley and Central Downs (Arundel to Steyning)

The landscape defined by the Arun and Adur river valleys and the central chalk ridge.

Key Settlements

This central section is anchored by a series of historic towns and key transport hubs. The historic town of Arundel, dominated by its castle, sits on the River Arun and acts as a key visitor destination. Further east, Pulborough is a large village with a mainline railway station, acting as a crucial north-south access point. The picturesque village of Amberley offers both a station and direct links to the bridleway network. The historic town of Steyning, nestled at the foot of the Downs, marks the eastern boundary of this section.

Health & Wellbeing

This section exhibits a sharp contrast in public health profiles. The coastal district of Arun records some of the region's worst health inequalities, with high rates of physical inactivity (19.6%), excess weight (63.8%), and significant life-expectancy gaps. For these communities, the primary health intervention is the creation of safe, high-quality north-south active travel routes across the A27 to connect deprived coastal areas to the free health and wellbeing asset of the National Park. This is juxtaposed with the more affluent districts of Horsham and Mid Sussex, where health outcomes are among the best in England. Here, interventions focus on preventative health by developing high-quality links from transport hubs like Pulborough to encourage car-free recreation.

Severance

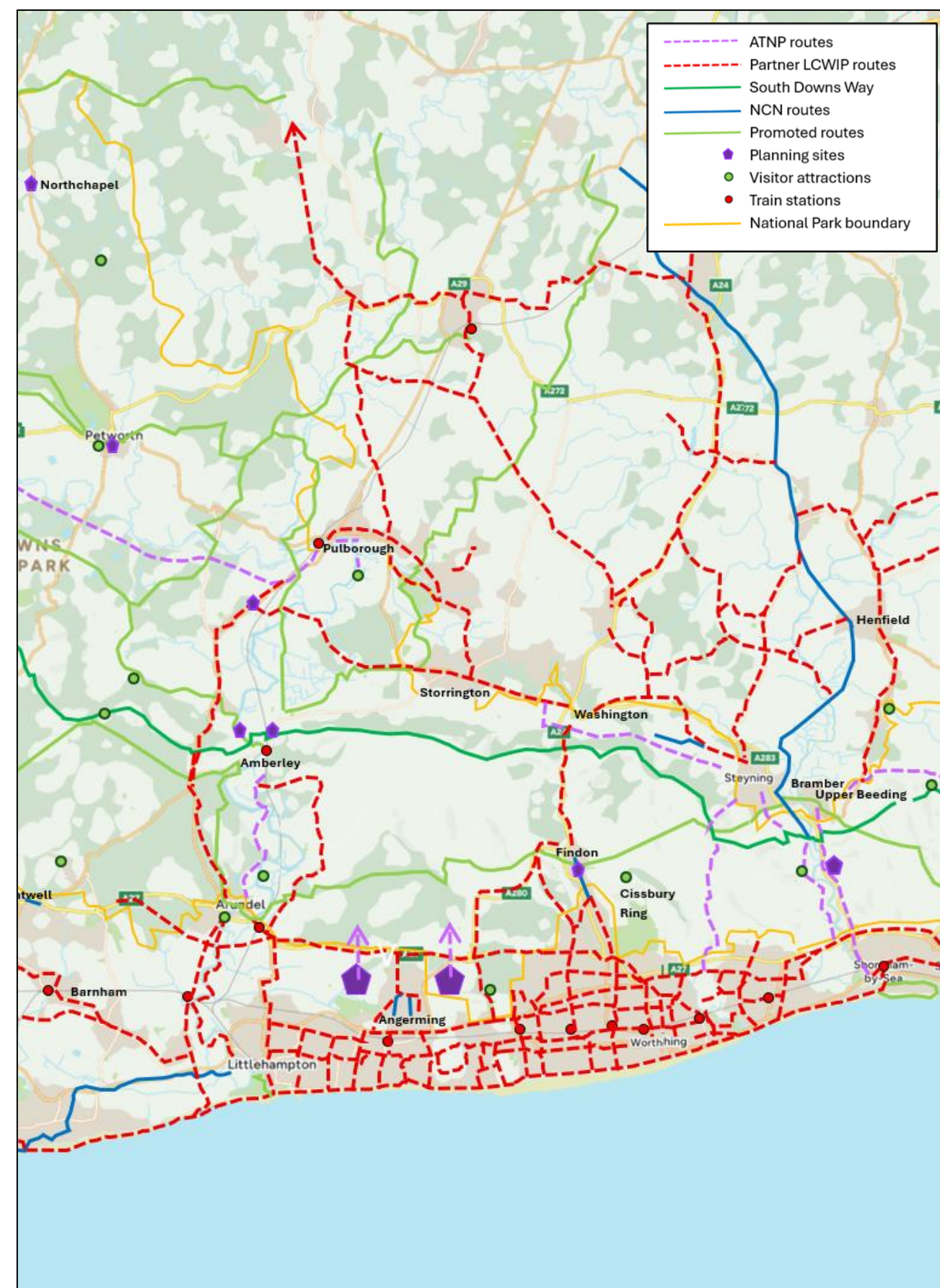
The landscape of the Central Downs is severely fragmented by major transport infrastructure. The Arun Valley railway line presents a physical barrier to east-west movement, while major north-south arteries, including the A24 and A23, create hazardous at-grade crossings that deter all but the most confident users, particularly families and equestrians. The A283, which runs east-west, is a particular challenge for users trying to travel between Steyning and Washington.

Promoted Routes

The recreational network in this section is defined by its strategic long-distance routes. The Downs Link is a 37-mile multi-user path that provides a crucial traffic-free corridor from Surrey to the South Downs Way at Botolphs. The South Downs Way National Trail itself passes across the district along the chalk ridge, offering access to iconic viewpoints such as Chanctonbury Ring. Community-led initiatives are also focused on creating new routes, such as a proposed east-west trail from Chanctonbury Ring to Washington, to provide a safe alternative to the A283.

Tourist Attractions

This region is rich in natural and cultural attractions. The landscape is dominated by the magnificent Arundel Castle and the nearby Arundel Wildfowl and Wetland Trust. Amberley Museum and the wetlands of Amberley Wild Brooks offer unique experiences. The area provides access to important archaeological sites, including the Iron Age hill fort at Cissbury Ring and Chanctonbury Ring. For nature lovers, the RSPB Pulborough Brooks reserve is a major draw for birdwatching.



Pubs, Cafes and Campsites

A vibrant network of pubs, cafes, and campsites supports the visitor economy. In the historic town of Arundel, traditional pubs and riverside cafes are plentiful. The villages of Amberley and Steyning also offer a range of welcoming pubs and tea rooms popular with walkers and cyclists. The area around the Downs Link is well-served by establishments like the Bax Castle pub, which is conveniently located on the route. Several campsites are strategically located to serve users of the promoted routes, including Splash Farm near Arundel and the Washington Caravan and Camping Park.

Transport Plans

Local transport plans are characterised by strong community leadership and a focus on enhancing key strategic corridors. The community-driven Arundel Town LCWIP addresses the unique challenges of a heritage town, with a key goal of enhancing routes from the station and historic core directly into the South Downs. The joint plan for Steyning, Bramber, and Upper Beeding calls for crucial surface upgrades to the Downs Link and proposes a new east-west route from Chanctonbury Ring to Washington to provide a safe alternative to the dangerous A283.

Nature Recovery

Interventions in this section will directly support the West Sussex LNRS by strengthening ecological connectivity. The enhancement of the Downs Link, a former railway line, is a key opportunity to manage a significant linear corridor for both access and biodiversity, improving verges for pollinators. Furthermore, creating new east-west routes at the foot of the Downs, such as the proposed Chanctonbury Ring to Washington path, will help connect fragmented habitats and allow species to move more freely across the landscape, a core objective of the LNRS.

Allocated Sites

Allocated development sites offer key opportunities to deliver missing links. The allocated site at East Street Farm in Amberley could provide a vital off-road link from Amberley's train station to the South Downs Way. The site at Cold Waltham in Horsham District is strategically important, with the potential to create a non-motorised link into Pulborough that would also support the aspirational Petersfield to Pulborough strategic route.

17. Part 5: Sussex Downs and Coastal Fringe (Steyping to Lewes)

The critical interface between the chalk escarpment and the dense urban populations of the Sussex coast, including Brighton & Hove.

Key Settlements

The city of Brighton & Hove is the largest urban area adjoining the South Downs National Park and serves as its most significant urban gateway, with a population of over 270,000. Its northern edge directly meets the Park's boundary, creating a unique interface between a major city and a protected landscape. The large coastal town of Worthing and the historic port of Shoreham-by-Sea at the mouth of the River Adur are also primary southern gateways. Key inland access points include the large village of Hassocks, with its mainline railway station offering direct and sustainable access to Ditchling Beacon, and the historic villages of Steyping, Bramber, and Ditchling, which are nestled at the foot of the Downs. The historic county town of Lewes marks the eastern boundary of this section.

Health & Wellbeing

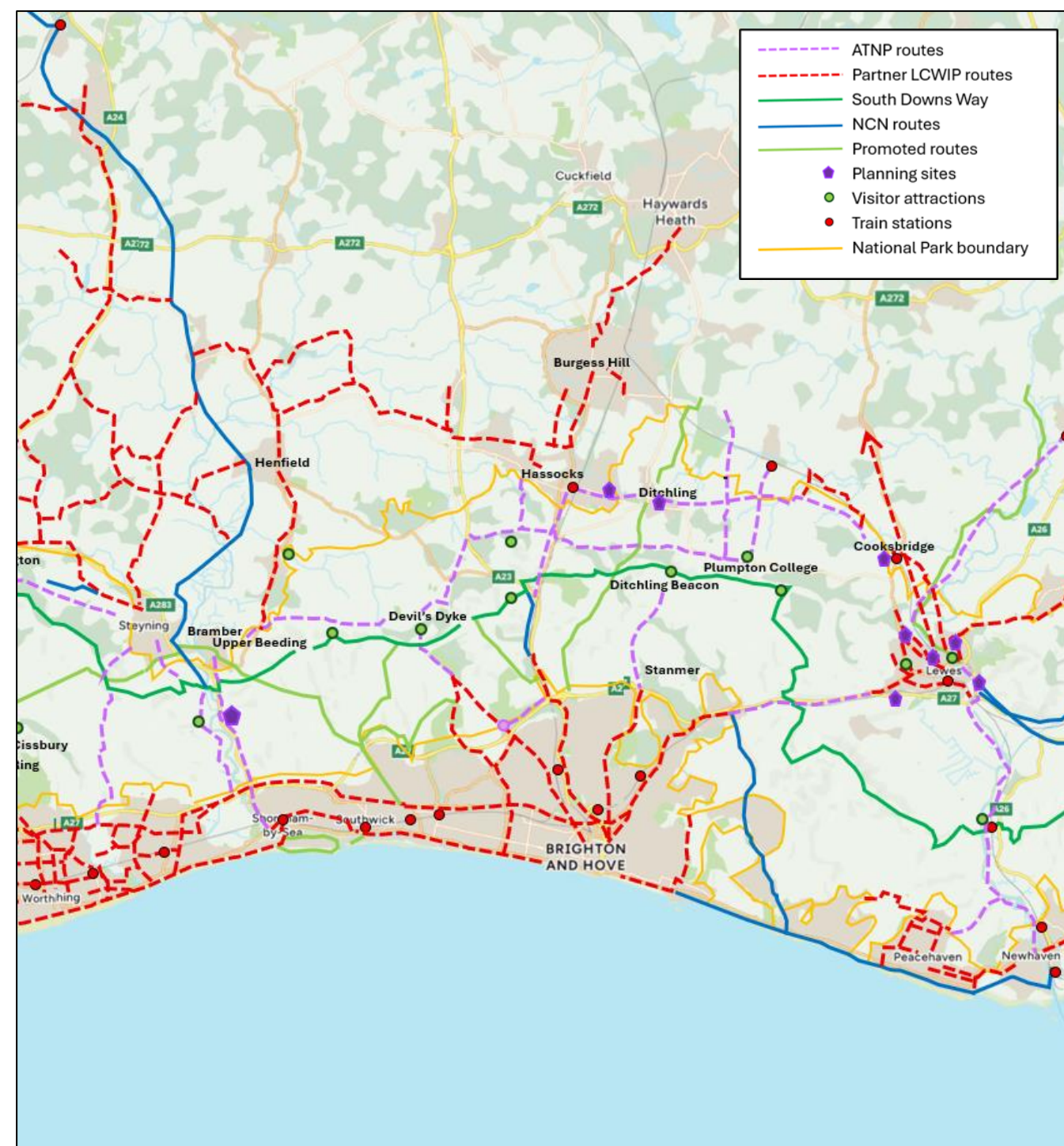
This section reveals the most pronounced health inequalities in the National Park. Despite its active reputation, Brighton & Hove faces serious challenges: 26% of adults are physically inactive, and men's life expectancy varies by 9.1 years between the most and least deprived areas. Eastern neighbourhoods like Whitehawk, Moulsecomb, and Hollingbury are among the worst affected—and most cut off from the Downs by the A27. Adur and Worthing show similar patterns, with high inactivity and significant life-expectancy gaps. The priority is clear: creating safe, direct active travel routes from these communities into the National Park is the most urgent health and wellbeing intervention, connecting residents to a free, accessible health asset.

Severance

The A27 trunk road is identified as the single greatest barrier to access in the entire National Park. This multi-lane highway wraps around the northern urban fringe of Brighton & Hove and runs parallel to the coast through Adur and Worthing, creating a formidable physical and psychological barrier. For hundreds of thousands of residents, particularly those in communities immediately south of the road, it cuts them off from the green space on their doorstep. The noise, speed, and volume of traffic make crossing it a dangerous and unpleasant experience. Overcoming this barrier at strategic points is the single most important challenge to unlocking sustainable access for the region's large population.

Promoted Routes

The network in this section is focused on creating north-south 'green arteries' to channel people from the dense urban areas on the coast to the South Downs Way, which runs along the ridgeline to the north. In Brighton & Hove, transport plans prioritise the upgrade of several key corridors, including London Road (A23), Dyke Road, and Ditchling Road, to transform them from simple transport routes into seamless, safe, and appealing green corridors that draw people out of the city and into the landscape. The Downs Link, a vital multi-user path ending at Shoreham-by-Sea, provides a crucial existing traffic-free corridor from the coast into the heart of the Downs.



Tourist Attractions

The landscape immediately north of the urban fringe contains some of the National Park's most iconic and popular "honeypot" sites, which generate significant demand for access from city residents. These include the dramatic dry valley of Devil's Dyke, the panoramic viewpoint at Ditchling Beacon, the expansive Stanmer Park, and the historic Jack and Jill Windmills. These attractions act as powerful incentives for active travel, and providing high-quality walking and cycling routes to them is essential for managing visitor pressure and reducing reliance on private cars.

Pubs, Cafes and Campsites

A network of hospitality businesses provides crucial support infrastructure for active travel from the urban fringe. Strategically located establishments function as destinations and vital rest stops for those exploring the Downs. Pubs like The Foragers in Hove, campsites such as Housedean Farm (located directly on the South Downs Way and a bus route), and hostels like YHA Truleigh Hill are essential assets. They enable longer, car-free excursions by providing food, drink, and overnight accommodation, thereby supporting the local visitor economy and making the National Park more accessible for multi-day trips.

Transport Plans

The urban-focused LCWIPs for Adur & Worthing and Brighton & Hove provide the strategic foundation for connecting the coastal populations to the Downs. The role of the park's active travel plan is not to duplicate this work but to add value by championing the delivery of these crucial north-south gateways and ensuring they extend seamlessly into the Park's recreational network. This creates a cohesive and user-friendly experience from the city centres and seafronts directly into the protected landscape. An intervention is also planned from Plumpton Station to Plumpton College, linking with a new route from Hassocks.

Nature Recovery

The severance caused by the A27 is as much an ecological barrier as it is a human one, fragmenting important chalk grassland habitats and impeding the movement of wildlife. The strategy for this section explicitly links human access with nature recovery goals. Interventions are designed to serve a dual purpose, creating "green arteries" for wildlife as well as people. The proposed 'green tunnel' at Toad's Hole Valley in Brighton exemplifies this modern approach. It is designed not only to provide a safe crossing for walkers and cyclists but also to create a vital wildlife corridor, helping to heal the fragmented landscape and improve ecological connectivity across the urban fringe.

Allocated Sites

New housing developments on the urban fringe are positioned as strategic opportunities to secure investment in sustainable infrastructure and act as catalysts for transformative change. The planned development of 800 homes at Toad's Hole Valley, immediately adjacent to the A27, creates both the imperative and the financial mechanism (through developer contributions) to deliver the 'green tunnel'. Such an intervention would mitigate the development's impact by providing its residents with direct, car-free access to the National Park, while also delivering a strategic connection for the wider city and a vital wildlife corridor. Other major opportunities include the Shoreham Cement Works site, which could integrate a premier recreational route with a landscape-scale nature recovery project, and the 'boundary site' at Keymer, Hassocks, which is required to deliver an upgraded bridleway connection from the station to the South Downs Way.

18. Part 6: Eastern Downs (Lewes to Eastbourne)

The iconic eastern terminus, featuring the river valleys of the Ouse and Cuckmere and the dramatic chalk cliffs of the Seven Sisters.

Key Settlements

The eastern section of the National Park is anchored by Lewes, the historic county town and a key transport and cultural hub largely within the National Park. Eastbourne, a major coastal resort, marks the dramatic eastern end of the South Downs Way, where the chalk downs meet the sea. Newhaven and Seaford serve as important gateway towns, with Newhaven's ferry port offering international connections. The surrounding landscape is enriched by a string of downland villages, Alfriston, East Dean, West Dean, and Wilmington, that embody the Park's character and offer quieter, locally distinctive entry points into the eastern Downs.

Health & Wellbeing

This section revisits the theme of sharp health contrasts, with affluent, healthy rural areas in Wealden and inland Lewes sitting alongside deprived coastal towns such as Eastbourne and Newhaven. In Eastbourne, where inactivity and obesity rates are high, the strategy focuses on creating safe, legible green routes from its most deprived neighbourhoods to the South Downs Way to embed daily exercise into residents' routines. Likewise, extending active travel corridors from Newhaven to inland trails is proposed as a key intervention to bridge its health gap and ensure equitable access to the Park's wellbeing benefits.

Severance

The primary barriers to active travel in the Eastern Downs are the major A-roads that run parallel to the coast and cut through the landscape. The A27 is a significant east-west trunk road that creates severance between Lewes and the coastal towns, with proposals for major upgrades between Lewes and Polegate consistently raising concerns about environmental impact on the National Park. The A259 coastal road also has a major impact, passing directly through sensitive areas of the Park between Seaford and Eastbourne, including the iconic Cuckmere Valley. Further inland, the A26 and A22 provide the main north-south routes, creating additional barriers for non-motorised users

Promoted Routes

This region is anchored by the final, iconic stretch of the South Downs Way, which runs from Lewes over Firle Beacon and along the Cuckmere Valley before culminating at the spectacular white cliffs of Beachy Head in Eastbourne. A key feature of the trail is its split at Alfriston, offering a coastal footpath over the Seven Sisters for walkers, and a separate inland bridleway for cyclists and horse-riders to manage different user groups and impacts. The flagship project for the area is the Egrets Way, a partnership-led initiative to create a continuous, largely traffic-free route along the Ouse Valley, linking the port of Newhaven with the town of Lewes. Additionally, the Cuckoo Trail, part of National Cycle Network Route 21, provides a valuable traffic-free corridor running north from the Eastbourne area.



Tourist Attractions

The Eastern Downs are home to some of the most iconic landscapes and cultural attractions in the National Park. The Seven Sisters Country Park, with its dramatic chalk cliffs, Birling Gap, and the meandering Cuckmere River, is a world-famous destination. The area has a rich cultural heritage, particularly associated with the Bloomsbury Group; Charleston Farmhouse and Monk's House are major visitor attractions. The historic town of Lewes boasts its Norman Castle, while other key sites include the Long Man of Wilmington chalk figure, the Litlington White Horse, and the National Trust's first-ever property, Alfriston Clergy House. The landscape also features Friston Forest, Lullington Heath National Nature Reserve, and the dramatic cliffs of Seaford Head and Beachy Head.

Pubs, Cafes and Campsites

A vibrant network of pubs, cafes, and campsites supports the high visitor numbers in the Eastern Downs. The town of Lewes offers a wide selection of traditional pubs, such as The Swan and The Lewes Arms, known for serving local Harvey's Ale. The wider area is dotted with popular country pubs, including The Bull in Ditchling and the Flint Barn Restaurant at the English Wine Centre in Berwick. There are numerous campsites catering to walkers and cyclists, including the strategically located YHA Southease, which is situated directly on the South Downs Way, Swanborough Lakes near Lewes, and Sussex Camping at the Yew Tree Inn in Arlington.

Transport Plans

The East Sussex LCWIP provides a county-wide strategy to create an integrated active travel network, proposing key routes such as links from residential areas to the Downs along the A259 corridor and vital connections in Lewes (Route L3 and L9) to the South Downs Way. The partnership-led Egrets Way is a flagship project that will create a traffic-free corridor from Newhaven to Lewes along the Ouse Valley. These strategic plans are complemented by on-the-ground interventions, such as the implementation of temporary measures between Exceat Bridge and Seaford in partnership with East Sussex County Council, with the goal of developing more permanent solutions.

Nature Recovery

The active travel proposals for the Eastern Downs are a core delivery mechanism for the East Sussex LNRS, particularly through the focus on river valleys and coastal habitats. The flagship Egrets Way project is a prime example of a multifunctional green corridor. It enhances the ecological network of the Ouse Valley floodplain—a priority habitat—while providing a premier sustainable tourism route. This demonstrates how investment in active travel can directly contribute to a more resilient and biodiverse landscape. Similarly, creating an integrated route along the A259 corridor between Seaford and Eastbourne offers the opportunity to restore and connect fragmented coastal habitats, a key objective of the LNRS.

Allocated Sites

Allocated development sites across Lewes District offer a cohesive opportunity to create an integrated network of local and strategic routes. For the sites in and around Kingston and Lewes, proposals focus on collaboration to create multi-user links from Kingston into Lewes and connecting to the wider countryside, including the South Downs Way and NCN Route 90 to Brighton. These sites could also contribute towards the strategic aspirational route from Lewes to Isfield along a disused railway line. In Cooksbridge, a multi-user link to Offham would connect to the South Downs Way.

19. Top Ten Network Development Aspirations

The following table highlights the top 10 schemes that have passed through the prioritisation filter and represent the most compelling "early wins" for the ATNP and provide a tangible summary of the plan's immediate focus.

Rank	Route Name	Districts	Strategic Purpose	Key Partners	Cost Band	Status	Score
1	Centurion Way - Littlewood Bridge	Chichester	Key aspirational route	National Trust	£30k	Planning approval	...
2	Egrets Way – Resurfacing	Lewes	Key aspirational route	Sustrans	£70k	Implementation	...
3	Centurion Way - West Dean Link	Chichester	Key aspirational route	West Dean Estate	£45k	Planning approval	...
4	Itchen Corridor	Winchester	Key aspirational route	HCC, WCC, Sustrans	£	Feasibility	...
5	South Downs Way – Winchester Approach	Winchester	Realignment of National Trail	HIOWWT	£15k	Planning approval	...
6	Egrets Way – Unsurfaced Bridleway	Lewes	Key aspirational route	Sustrans	£145k	Implementation	...
7	Centurion Way – Northern Section	Chichester	Key aspirational route	Cowdray Estate	£45k	Planning approval	...
8	South Downs Way – Milbury Pub	Winchester	Realignment of National Trail	Milbury at Beauworth	£10k	Feasibility	...
9							...
10	Centurion Way – Singleton Link	Chichester	Key aspirational route	National Trust, Singleton Parish Council	£13k	Feasibility	...



20. Monitoring, Evaluation, & Evolution

20.1 Monitoring

The Active Travel Network Plan (ATNP) will be managed as a living document. Progress will be tracked through a dedicated monitoring dashboard, focused on delivery against the specific targets under **Aim 5** of the South Downs Partnership Management Plan:

- **Target 5.1a:** Create 300km of accessible public Rights of Way by 2031
- **Target 5.1b:** Pilot five digital accessibility mapping surveys to provide network-wide accessibility information
- **Target 5.1c:** Increase active travel to and within the National Park year on year through infrastructure improvements
- **Target 5.1d:** Improve sustainable access by expanding low-emission public transport services to key visitor hubs and gateway towns by 2031

This focused approach ensures the ATNP remains transparent, accountable, and clearly aligned with its core delivery role, while providing a robust evidence base to support investment and decision-making.

20.2 Review and Evolution

An Annual Performance Report will be published for partners and the public, summarising schemes delivered and presenting the latest data against the specific targets under Aim 5 of the PMP. This will ensure transparent reporting on accessibility, active travel uptake, and sustainable transport improvements.

Every 4–5 years, or sooner if local policies change, the entire ATNP will be formally reviewed and updated to reflect evolving priorities, delivery progress, and alignment with the PMP. This review will assess the ATNP's contribution to Aims 1, 2, 5, 6, and 7, ensuring continued relevance and strategic fit.

The online stakeholder mapping tool will be maintained as a live platform throughout the plan's life, creating a channel for continuous community intelligence. Insights gathered will feed directly into the annual review cycle, helping to shape future delivery and ensure the ATNP remains responsive to local needs and opportunities.



21. Conclusion

The ATNP delivers a clear, actionable vision for enhancing access, connectivity and climate resilience across the South Downs National Park. Far from a conventional transport plan, it has evolved into a strategic delivery mechanism for the Partnership Management Plan’s seven draft aims, including nature recovery, Net Zero, water stewardship, inclusive access, cultural heritage and rural prosperity.

By integrating catchment-sensitive design and green infrastructure, the ATNP protects and improves water quality while reducing flood risk. Its accessible “Miles Without Stiles” routes and interpretive heritage corridors open the Park to all users and strengthen conservation outcomes. The plan’s governance model, anchored by MoU with Highway and emerging Unitary Authorities, ensures robust partnership working and gives statutory weight to delivery commitments under the Levelling-Up and Regeneration Act 2023.

Underpinned by transparent prioritisation, a focused monitoring dashboard and clear targets for path mileage, modal shift, water quality and carbon reduction, the ATNP offers a robust framework for securing long-term value. Ultimately, this is not just a plan for building paths, but a blueprint for healthier communities, thriving ecosystems and an inclusive future for everyone who travels, lives and works in the South Downs.

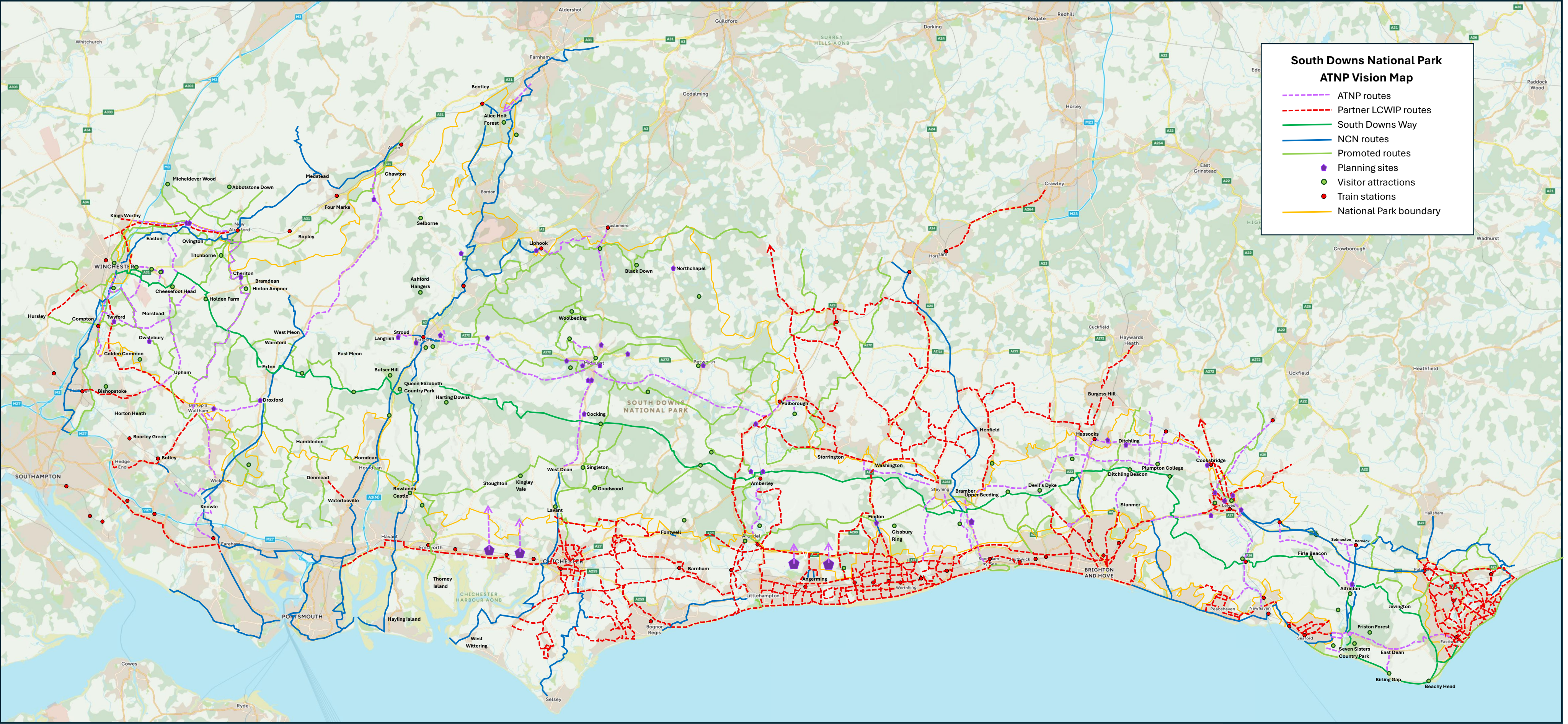
22. Appendices

Appendix 1 – ATNP Vision Map

Appendix 2 - Implementation Guidance

Appendix 3 – Application Form and Process





Agenda Item 25.125

Report to	Findon Parish Council
Meeting Date	20 October 2025
From	Fiona MacLeod, Clerk
Title of Report	Clerk Report
Purpose of Report	For information and consideration

1. For information/action

- 1.1 Details were received on 17 October 2025 regarding a consultation prepared by the South Downs National Park Authority (SDNPA) Access Team of the draft Active Travel Network Plan (ATNP). The Plan is the SDNPA's long-term framework for walking, wheeling, and cycling across the National Park and a tool to strengthen future active travel bids. When possible, provide grid references, OS map extracts, photos, or simple route sketches to make suggested changes easier to apply. The consultation closes on 14 November 2025 and documents are attached with this report.
- 1.2 A C Gardens (Sussex) Ltd have scheduled the felling of the Sycamore Tree on Pond Green for w/c 3 November 2025 (weather permitting) and they will also grind out the Oak tree stump. Both the Xmas Lights and Poppies contacts are aware and I have updated the yellow posters with the scheduled date.

2. Issues for consideration/ratification by full Council

- 2.1 Does FPC wish to delegate comments on the ATNP outlined in para 1.1 of the report to named councillors ??

Date	Agenda item 25.127 b October 2025																
	Pmnt ID	Paid to	Clerk storage	Salary & Tax	Admin incl subs	BT & SSE	Grants	Defibs	Open Spaces	Public Works Loan	Dog and Litter bins purchase & maint	Parking and Signage CIL	Pre-school incl CIL	Sheep Fair	Wattle House	Web site, Teams, P/O/L	Total Payments
				8277.50	6173.81	997.17	550.00	1169.00	14731.16	3317.60	0.00	0	31585.3	18682.81	4016.74	240	89741.09
01/10/2025	BP	HMRC	Clerk Sept tax	277.40													277.40
	BP	F MacLeod	Clerk Sept salary	1109.30													1109.30
	BP	F MacLeod	storage		70.00												70.00
03/10/2025	BP	AC Gardens (Sussex) Ltd	Sept grass cuts						2640.00								2640.00
06/10/2025	BP	JNR Computer Services	annual licences etc													4381.92	4381.92
	BP	Findon Village Hall	hall hire		132.00												132.00
09/10/2025	BP	Farm Yard Circus	Sheep Fair services											6420.00			6420.00
	BP	Generation UK Ltd	Sheep Fair services											2250.60			2250.60
20/10/2025	chg	HSBC	charges		2.00												2.00
21/10/2025	BP	Sheep Fair	VAT reclaim											3532.38			3532.38
		D Chaffe	services													300.00	300.00
		Travis Perkins	supplies						16.16								16.16
		Travis Perkins	supplies						13.61								13.61
		Travis Perkins	supplies						4.78								4.78
		S Keating	wild flower group		71.70												71.70
		J Wilson	expenses						103.12								103.12
																	0.00
																	0.00
				9664.20	6449.51	997.17	550.00	1169.00	17508.83	3317.60	0.00	0.00	31585.30	30885.79	4016.74	4921.92	111066.00

October payments to date: £21324.97

	Budget	Monthly Cost	April	May	June	July	August	September
Fixed Costs								

Clerk salary & tax	£ 17,500.00	£	1,344.00	£ 1,344.00	£ 1,344.00	£ 1,344.00	£ 1,514.80	£ 1,386.70
Clerk storage	£ 280.00	£	70.00	£ -	£ -	£ 70.00	£ -	£ -
website, IT support, licences	£ 3,700.00	£	150.00	£ 90.00	£ -	£ -	£ -	£ -
insurances	£ 2,600.00	£	-	£ -	£ 255.83	£ -	£ -	£ 2,473.44
audit	£ 1,000.00	£	-	£ -	£ -	£ 340.20	£ -	£ 504.00
public works loan	£ 7,000.00	£	-	£ -	£ -	£ -	£ 3,317.60	£ -
hall hire	£ 1,000.00	£	86.64	£ 119.44	£ 24.75	£ -	£ 66.00	£ 66.00
grass cutting	£ 9,000.00	£	-	£ 4,320.00	£ -	£ 2,160.00	£ 2,160.00	£ 2,160.00
WSALC NALC subs	£ 850.00	£	-	£ -	£ 760.78	£ -	£ -	£ -

Utilities

SSE electrics	£ 750.00	£	161.55	£ 41.54	£ 42.97	£ 41.54	£ 42.97	£ 41.13
BT services	£ 1,750.00	£	328.66	£ -	£ -	£ 296.81	£ -	£ -

Maintenance

OS and mower general	£ 1,000.00	£	-	£ 40.95	£ 284.59	£ 227.34	£ 132.78	£ 125.48
		£	-	£ -	£ 480.00	£ 222.00	£ -	£ 32.25
trees and hedges	£ 1,000.00							
winter maintenance	£ 3,000.00	£	-	£ -	£ -	£ -	£ -	£ -
allotments	£ 450.00	£	-		£ -	£ -	£ -	£ -
volunteer equipment	£ 750.00	£	205.14	£ 120.90	£ 316.79	£ -	£ -	£ -

Xmas lights	£	500.00	£	-	£	-	£	-	£	-	£	-	£	-
community resilience			£	-	£	-	£	-	£	354.00	£	815.00	£	-
incl defibs	£	500.00												
North Verge security	£	-	£	-	£	-	£	-	£	540.00	£	-	£	-
parking/road/signage	£	750.00	£	-	£	-	£	-	£	-	£	-	£	-
preschool excl CIL	£	2,500.00	£	-	£	-	£	-	£	-	£	-	£	-
wild flowers group	£	500.00	£	-	£	20.94	£	-	£	-	£	-	£	-
Nepcote Pond	£	500.00	£	-	£	-	£	-	£	-	£	300.00	£	-
dog/litter bins	£	2,480.00	£	-	£	-	£	-	£	-	£	-	£	-
Other Costs														
office supplies	£	450.00	£	11.94	£	37.99	£	68.05	£	-	£	-	£	247.39
Clerk exps	£	450.00	£	33.75	£	54.21	£	50.85	£	40.00	£	27.00	£	63.75
event equipment	£	-	£	-	£	-	£	-	£	214.80	£	-	£	-
Chairman allowance	£	500.00	£	210.00	£	-	£	-	£	-	£	-	£	-
training	£	400.00	£	-	£	48.00	£	-	£	-	£	-	£	-
legal (non projects)	£	1,000.00	£	-	£	-	£	-	£	-	£	-	£	-
cllr exps	£	50.00	£	-	£	-	£	-	£	-	£	-	£	-
grants	£	3,500.00	£	-	£	-	£	550.00	£	-	£	-	£	-
			£	-	£	-	£	-	£	-	£	-	£	-

FPC VAT reclaim submitted to end of September 2025 £5512.59

£ 2,601.68 £ 6,237.97 £ 4,178.61 £ 5,850.69 £ 8,376.15 £ 7,100.14

Ringfenced for spend 2025/26 financial year

Pre-School	31000.00	31085.00	spent to 30/9/25
car park	15000.00	0.00	Nov-25
boards	2750.00	0.00	tbc
	48750.00	31085.00	17665.00

project allocation for spend 2025/26 financial year

Wattle House	5000.00	4016.00	spent to 09/25
	5000.00	4016.00	984.00

HSBC current a/c bal @ 30/9/25 48430.58

HSBC deposit a/c bal @30/9/25 32154.18

80584.76

minus ringfenced 17665.00

minus Wattle House 984.00

minus italics 15951.8

34600.80

Balance **45983.96**

October	November	December	January	February	March	Spent/future spend in italics	not spent/over spent	Comments
£ 1,386.70	£ 1,386.70	£ 1,386.70	£ 1,386.70	£ 1,386.70	£ 1,386.70	£ 16,597.70	£ 902.30	
£ 70.00	£ -	£ -	£ 70.00	£ -	£ -	£ 280.00	£ -	
£ 4,681.92	£ -	£ -	£ 180.00	£ -	£ -	£ 5,101.92	-£ 1,401.92	incl VAT
£ -	£ -	£ -	£ -	£ -	£ -	£ 2,729.27	-£ 129.27	
£ -	£ -	£ -	£ -	£ -	£ -	£ 844.20	£ 155.80	
£ -	£ -	£ -	£ -	£ 3,317.60	£ -	£ 6,635.20	£ 364.80	
£ 132.00	£ 66.00	£ 66.00	£ 66.00	£ 66.00	£ 66.00	£ 824.83	£ 175.17	
£ 2,640.00	£ -	£ -	£ -	£ -	£ -	£ 13,440.00	-£ 4,440.00	incl VAT
£ -	£ -	£ -	£ -	£ -	£ -	£ 760.78	£ 89.22	
£ 44.00	£ 44.00	£ 44.00	£ 44.00	£ 44.00	£ 44.00	£ 635.70	£ 114.30	incl VAT
£ 333.14	£ -	£ -	£ 330.00	£ -	£ -	£ 1,288.61	£ 461.39	incl VAT
						£ -	£ -	
						£ -	£ -	
£ 4.76	£ -	£ -	£ -	£ -	£ -	£ 815.90	£ 184.10	
£ 650.00	£ 1,100.00	£ -	£ -	£ -	£ -	£ 2,484.25	-£ 1,484.25	incl VAT , also reserves
£ -	£ -	£ 1,000.00	£ -	£ -	£ -	£ 1,000.00	£ 2,000.00	
£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ 450.00	
£ -	£ -	£ 75.00	£ -	£ -	£ -	£ 717.83	£ 32.17	

£	-	£	500.00	£	-	£	-	£	-	£	-	£	500.00	£	-
£	500.00	£	-	£	-	£	-	£	-	£	-	£	1,669.00	-£	1,169.00

£	320.00	£	-	£	-	£	-	£	-	£	-	£	860.00	-£	860.00
£	-	£	-	£	-	£	-	£	-	£	-	£	-	£	750.00
£	-	£	-	£	-	£	-	£	-	£	-	£	-	£	2,500.00
£	-	£	-	£	-	£	-	£	-	£	-	£	20.94	£	479.06
£	-	£	-	£	-	£	-	£	-	£	-	£	300.00	£	200.00
£	-	£	-	£	-	£	-	£	-	£	-	£	-	£	2,480.00

£	-	£	-	£	70.00	£	-	£	-	£	-	£	435.37	£	14.63
£	40.00	£	40.00	£	40.00	£	40.00	£	40.00	£	40.00	£	509.56	-£	59.56
£	-	£	-	£	-	£	-	£	-	£	-	£	214.80	-£	214.80
£	71.70	£	-	£	-	£	-	£	-	£	-	£	281.70	£	218.30
£	-	£	-	£	-	£	-	£	-	£	-	£	48.00	£	352.00
£	-	£	-	£	-	£	-	£	-	£	-	£	-	£	1,000.00
£	-	£	-	£	-	£	-	£	-	£	-	£	-	£	50.00
£	-	£	-	£	-	£	-	£	-	£	-	£	550.00	£	2,950.00
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5512.59

£	10,874.22	£	3,136.70	£	2,681.70	£	2,116.70	£	4,854.30	£	1,536.70	£	59,545.56	£	11,677.03
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