



# Public Document Pack

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Committee Manager Andrew Bishop (ext. 37984)

9 June 2021

## PLANNING POLICY COMMITTEE

A meeting of the Planning Policy Committee will be held **virtually via Zoom** on **Tuesday 1 June 2021 at 6.00 pm** and you are requested to attend.

Members: Councillors Bower (Chair), Hughes (Vice-Chair), Chapman, Charles, Coster, Elkins, Goodheart, Jones, Lury, Thurston and Yeates

**PLEASE NOTE:** *This meeting will be a 'virtual meeting' and any member of the press and public may listen-in and view the proceedings via a weblink which will be publicised on the Council website at least **24 hours** before the meeting.*

*This meeting is held in accordance with the resolution of Extraordinary Council on 12 May 2021 [minute 551] which continues Section 5 Part 5 of the Constitution (The Virtual Meeting Procedure Rules) and declares the use of Council powers, under Section 111 of the Local Government Act 1972, and the general power of competence under Section 1 of the Localism Act 2011, for making advisory decisions, as appropriate.*

*This Council's revised Rules of Procedures for 'virtual meetings' can be found by clicking on this link: <https://www.arun.gov.uk/constitution>*

*Any members of the public wishing to address the Committee meeting during Public Question Time, will need to email [committees@arun.gov.uk](mailto:committees@arun.gov.uk) by 5.15 pm on **Friday 21 May 2021** in line with current Procedure Rules. It will be at the Chief Executive's/Chair's discretion if any questions received after this deadline are considered.*

*For further information on the items to be discussed, please contact:  
[committees@arun.gov.uk](mailto:committees@arun.gov.uk)*

## **A G E N D A**

7. **ARUN LOCAL PLAN UPDATE - ACTIVE TRAVEL STUDY** (Pages 1 - 32)

This is the Active Travel Connectivity Study presentation given by Adam Bunce from 2020 Consultancy at the meeting on 1 June 2021.

Note : If Members have any detailed questions, they are reminded that they need to inform the Chair and relevant Director in advance of the meeting.

Note : Filming, Photography and Recording at Council Meetings – The District Council supports the principles of openness and transparency in its decision making and permits filming, recording and the taking of photographs at its meetings that are open to the public. This meeting may therefore be recorded, filmed or broadcast by video or audio, by third parties. Arrangements for these activities should operate in accordance with guidelines agreed by the Council and as available via the following link [Filming Policy](#)



**ARUN**  
DISTRICT COUNCIL

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# ACTIVE TRAVEL CONNECTIVITY STUDY

MEMBERS PRESENTATION  
1<sup>ST</sup> JUNE 2021

**2020**

HIGHWAY & TRANSPORTATION CONSULTANTS





2020 Consultancy has been commissioned by Arun District Council to undertake an Active Travel study into provision for Non-Motorised Users (NMUs), which include pedestrians, cyclists, wheelchair users, horse riders, and those on scooters, to determine the current active travel infrastructure across the Arun district and where improvements can be made.

Page 2

The aim of this study is to assess the active travel network across Arun to identify existing NMU routes and develop new potential routes that creates a safe and attractive provision to promote and increase the number of trips made by walking, cycling, wheeling, and horse riding for everyday journeys.



## What is Active Travel?

Active travel is primarily defined as making journeys by walking, cycling and scooting. It can also include horse-riding. It is an approach to travel and transport that focuses on physical activity as opposed to motorised means.

Page 3

Active Travel infrastructure includes:

- Traffic free paths;
- Shared use paths;
- Segregated cycle paths;
- Bridleways;
- Quietways.

# EXAMPLE OF A TRAFFIC FREE PATH

2020



A traffic free path provides a route for NMUs that is away from traffic and the road network. The main benefit of these paths is the attractive environment with no traffic conflict. The main drawback is often the paths require land to be acquired making delivery challenging and time consuming.

# EXAMPLE OF SHARED USE PATH

2020



A shared use path is a wide footway that enables pedestrians and cyclists to share the same space. A shared use path should ideally be at least 3.5m wide to provide sufficient space for users.

The main benefit of a shared use path is the universal connectivity it provides. A shared use path can connect into any trip generator if there is sufficient space. The main drawback is the additional width required, which can make it difficult to deliver where limited roadspace is available.



# EXAMPLE OF SEGREGATED CYCLE PATH

2020



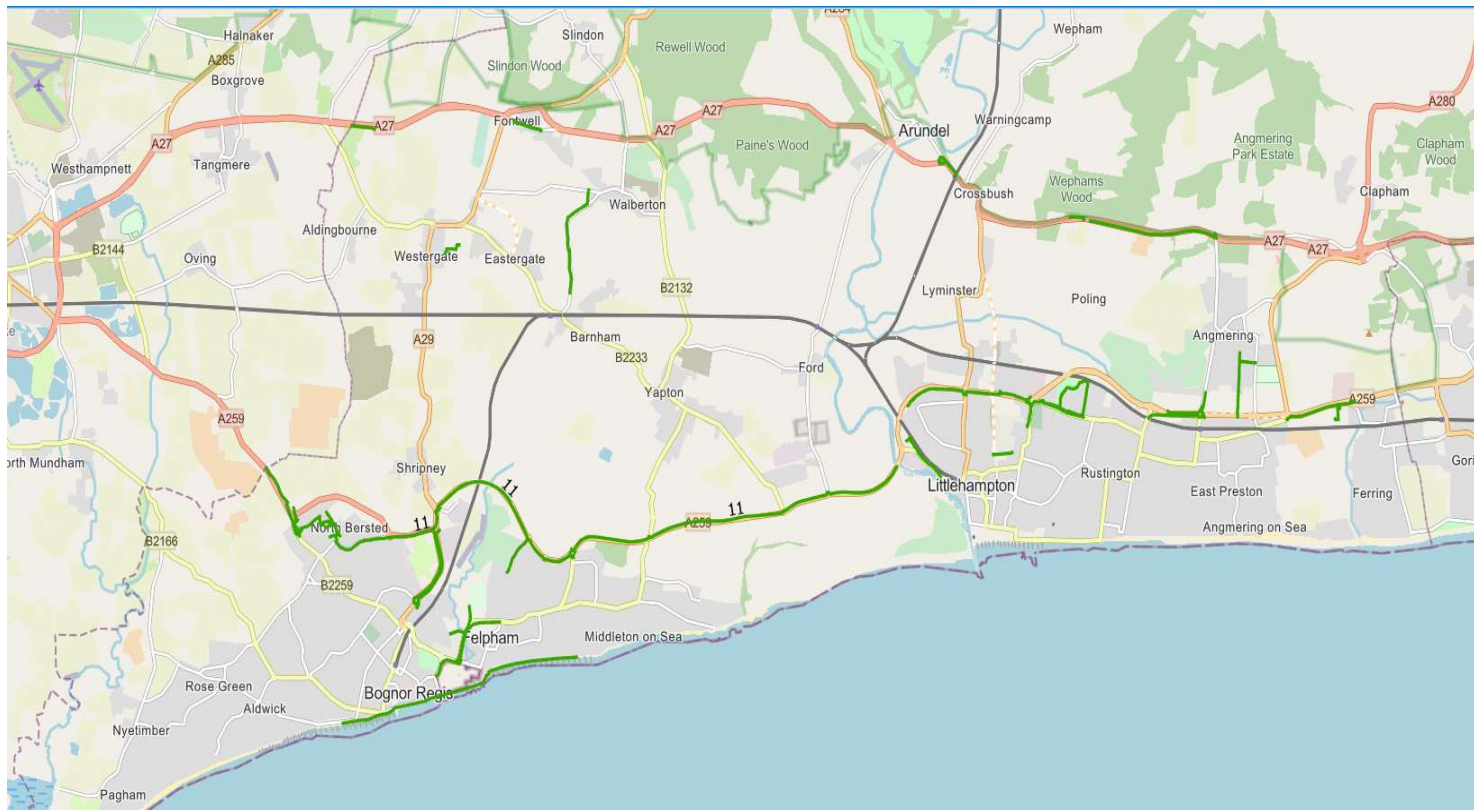
A segregated cycle path is a facility designed specifically for cyclists for locations where there is benefit for segregation. Examples when a segregated path would be beneficial is in urban environments where there is high volumes of pedestrians and cyclists.

The main benefit of these paths is the protection for cyclists from traffic whilst avoiding pedestrians meaning more direct travel. The main drawback is the need to have sufficient room within the public highway to allow a safe facility that has the appropriate segregation.

# EXISTING ACTIVE TRAVEL PROVISION

2020

The map below demonstrates the existing active travel provision across the Arun District. This doesn't include any bridleways and public rights of way.



ARUN ACTIVE TRAVEL CONNECTIVITY STUDY MEMBERS BRIEFING



# TRIP GENERATORS

2020

There are a number of trip generators across the Arun District that could be accessed by active travel. These include.



Town centres



Open spaces



Tourist attractions



Public transport nodes



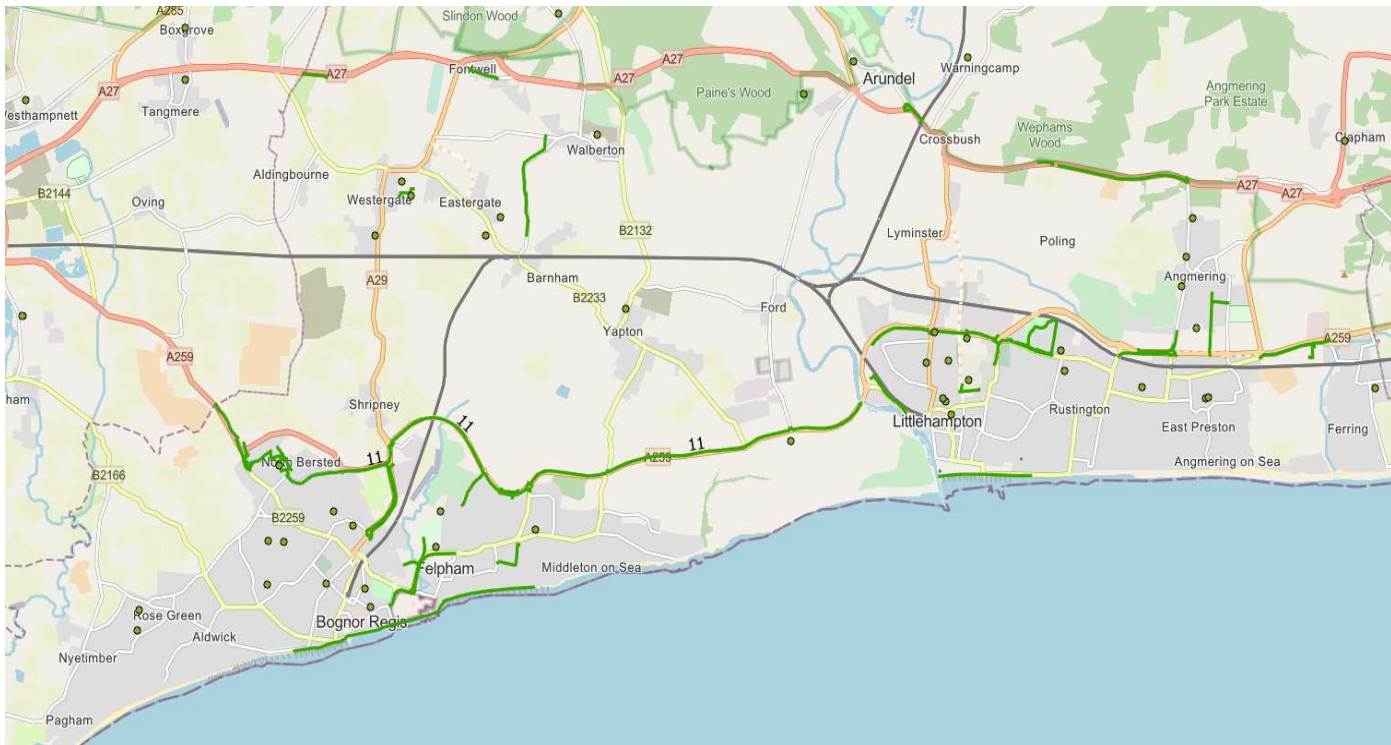
Education establishments



# TRIP GENERATORS

2020

A lot of education establishments are near existing active travel routes, which means small connections will provide a lot better connectivity, increasing the likelihood of achieving modal shift for school / college journeys.



ARUN ACTIVE TRAVEL CONNECTIVITY STUDY MEMBERS BRIEFING

# TRIP GENERATORS

2020

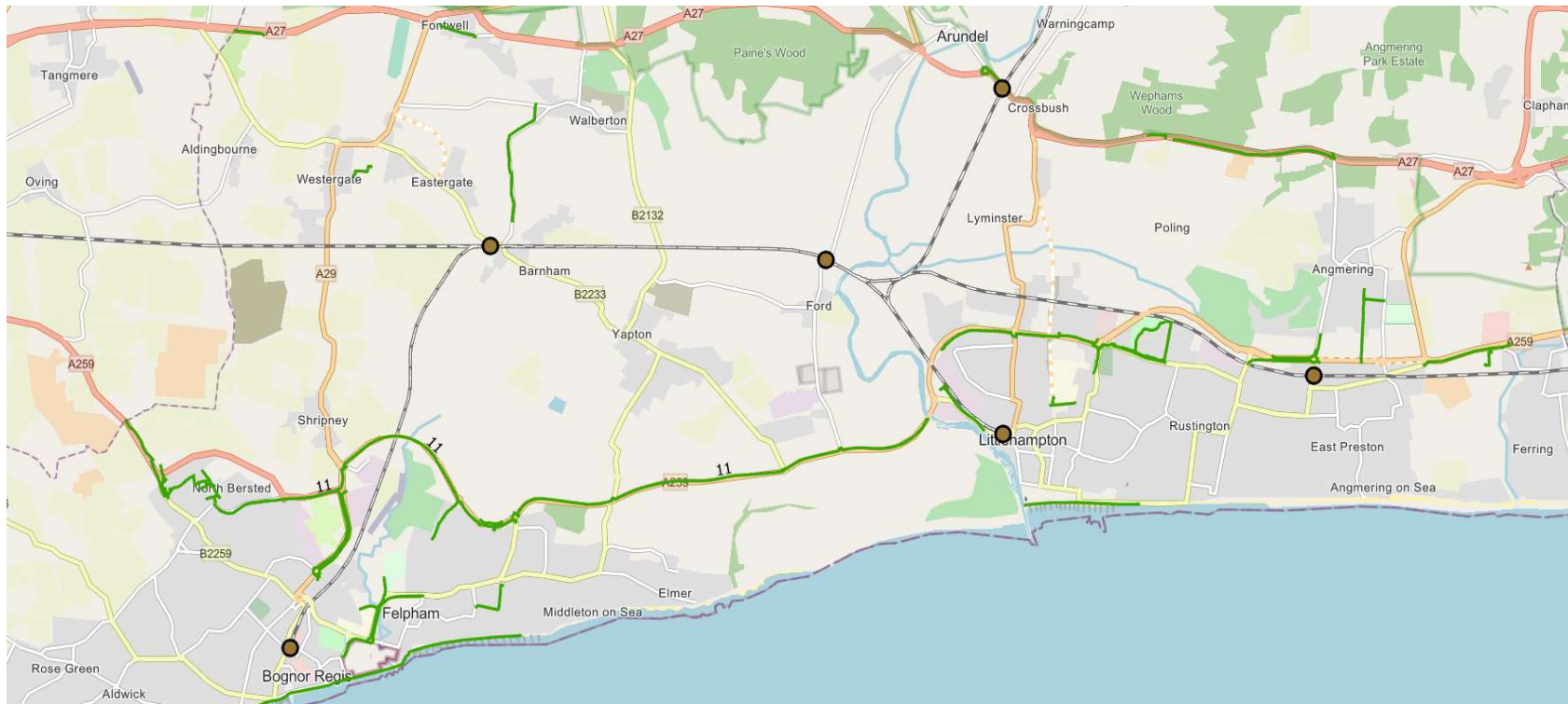
Location	Existing Active Travel Route	Education Establishment	Linkage Distance	Location	Existing Active Travel Route	Education Establishment	Linkage Distance	Location	Existing Active Travel Route	Education Establishment	Linkage Distance
Bognor Regis	A29 North Bersted / The Esplanade Bognor Regis	Bognor Regis Nursery School	1.5km from A29	North Bersted	A259 North Bersted to Littlehampton / A29 North Bersted / Rowan Way	South Bersted CoE Primary School	1.2km from A259	Littlehampton	A259 Littlehampton / B2187 Littlehampton	Cornfield School	0.1km from A259
			1.3km from The Esplanade				0.4km from A29	Littlehampton	A259 Littlehampton / Rosemead open space	Littlehampton Adult & Community Learning Centre	1.1km from A259
Bognor Regis	The Esplanade Bognor Regis / B2259 Felpham	Edward Bryant Primary School	1.2km from The Esplanade				1.3km from Rowan Way				0.2km from Rosemead
Bognor Regis	The Esplanade Bognor Regis / B2259 Felpham	St Mary's Catholic Primary School	0.75km from B2259	Felpham	B2259 Felpham / Stanhorn Grove development site	Felpham Adult & Community Learning Centre	0.2km from B2259	Littlehampton	B2187 Littlehampton	Summerlea Community Primary School	0.2km from B2187
			0.5km from The Esplanade				1.2km from Stanhorn Grove	Rustington	B2187 Littlehampton	Rustington Community Primary School	0.5km from B2187
North Bersted	A259 North Bersted to Littlehampton / Rowan Way	Bartons Primary School	1.0km from A259	Felpham	B2259 Felpham / Stanhorn Grove development site	Downview Primary School	0.8km from B2259	Rustington	A259 Littlehampton	Georgian Gardens Community Primary School	0.8km from A259
			0.1km from Rowan Way				0.6km from Stanhorn Grove	Angmering	A259 Littlehampton / Rowan Way Angmering	The Angmering School	0.8km from A259
North Bersted	A259 North Bersted to Littlehampton / A29 North Bersted / Rowan Way	Bersted Green Primary School	1.0km from A259	Felpham	King George V playing field / A259 North Bersted to Littlehampton	Bishop Tufnell CoE Primary School	0.5km from King George V				0.4km from Rowan Way
			0.9km from Rowan Way				0.9km from A259	East Preston	A259 Littlehampton / Rowan Way Angmering	East Preston Junior School	1.3km from A259
North Bersted	A259 North Bersted to Littlehampton / A29 North Bersted / Rowan Way	Laburnum Grove Junior School	1.0km from A259	Climping	A259 North Bersted to Littlehampton	St Mary's CoE Primary School	0.25km from A259				1.0km from Rowan Way
			0.9km from Rowan Way	Littlehampton	A259 Littlehampton	Lyminster Primary School	0.04km from A259	East Preston	A259 Littlehampton / Rowan Way Angmering	East Preston Infant School	1.3km from A259
			1.0km from A29								1.0km from Rowan Way

ARUN ACTIVE TRAVEL CONNECTIVITY STUDY MEMBERS BRIEFING

# TRIP GENERATORS

2020

There are six rail stations across the Arun District. Whilst all of these stations have active travel infrastructure within close proximity, the infrastructure is sporadic and doesn't provide any onward connections.

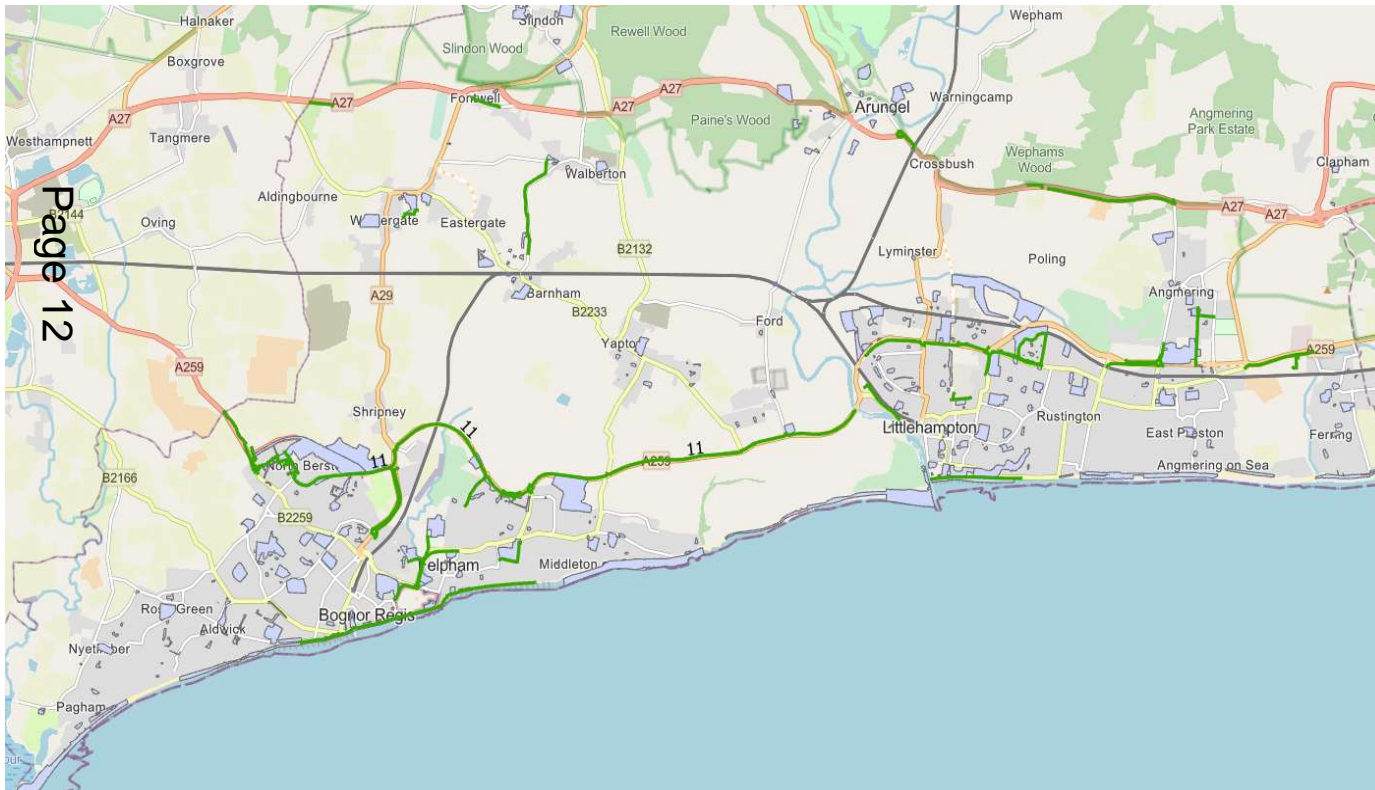




# TRIP GENERATORS

2020

As a District with many rural settlements along with coastlines, there are many open spaces across Arun. These are shown in purple in the plan below along with the existing active travel routes.



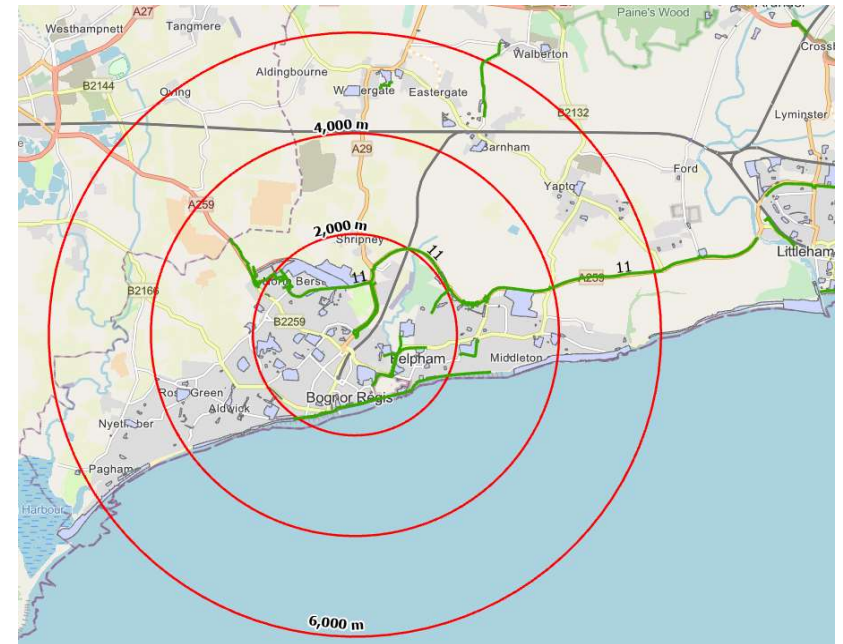
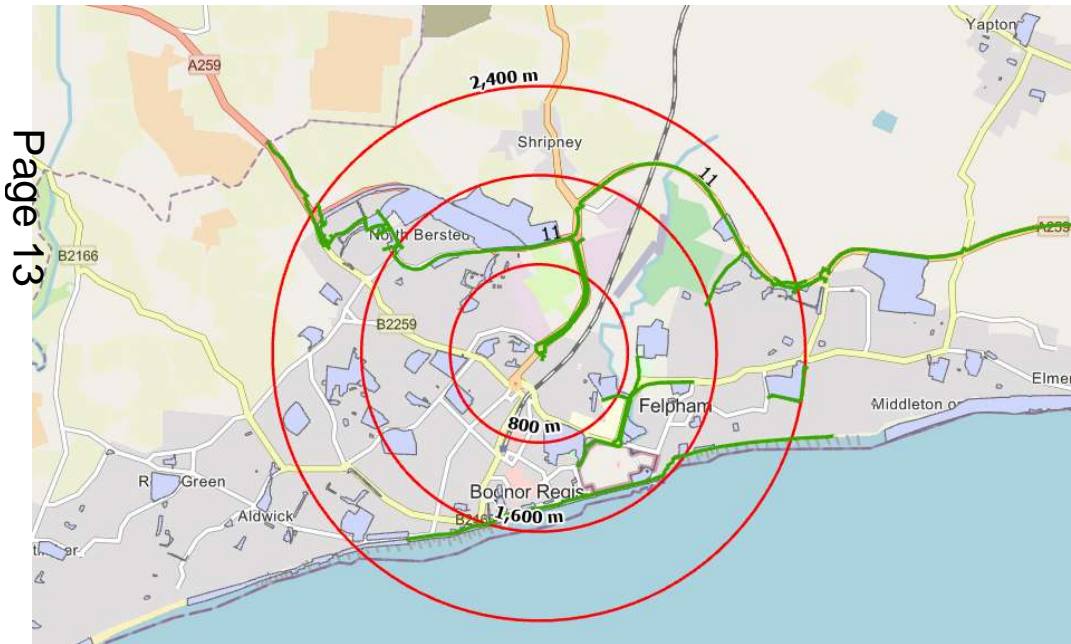
The plan demonstrates that several the open spaces are served by active travel facilities. However, this is not sufficient enough to provide a realistic chance of achieving a good level of modal shift.

While key open spaces such as the Bognor and Littlehampton seafront include existing paths for large parts of the accessible coastline, there is missing links that prevent NMUs from safely accessing the coastal paths.

# TRIP GENERATORS

2020

Taking into account the 10,20-, and 30-minute travelling time for walking and cycling it's possible to identify how many open spaces across the District can be accessed from the existing active travel infrastructure, and how many links are required from the existing infrastructure to connect to the open spaces.



A public consultation exercise to be undertaken to understand opinion on active travel generally across the District, both views on existing facilities and barriers to usage, as well as views on where improvements should be focused. The results of the consultation fed into the optioneering exercise undertaken as part of the commission, which assisted in the prioritisation of routes and links, especially the benefit cost assessment.

Public Consultation for the Arun District active travel feasibility study began on Monday 12th October 2020 for a period of 7 weeks, concluding on Monday 30th November 2020. Stakeholder included the following:

- Relevant Arun District Council and West Sussex County Council officers;
- District Councillors;
- Parish and Town Councils;
- Public transport groups;
- Environmental groups;
- Disability groups.



The consultation process resulted in 294 completed questionnaires. The key headlines include:

46% (136 responses) of respondents were received from an Arundel postcode

Concerns with safety was by far the greatest barrier to using active travel with 77% of respondents choosing this option

89% of respondents stated that delivering more safer active travel infrastructure would encourage active travel for journeys

80% of respondents feel there isn't enough suitable active travel facilities within Arun to make active travel attractive

Connections to parks & open spaces (64%) is the trip generator respondents would like to see improved followed by homes to public transport (63%)

Traffic free paths is the favoured active travel infrastructure followed by shared use paths alongside roads

Part of the requirement of this study, was to identify potential new active travel routes across the District, which would need to be prioritised as limited funding (if any) would be available for the delivery of active travel infrastructure.

To allow potential routes to be assessed, a three-stage bespoke, robust criteria was developed to enable routes to be scored and prioritised. The assessment criteria included the following considerations:

- Stage 1 – LTN 1/20 Guidance;
- Stage 2 – Arun District Council Objectives;
- Stage 3 – Benefit and cost

# ASSESSING POTENTIAL ACTIVE TRAVEL ROUTES

2020

For each potential route, the assessment broke the route into sections based on any change. For instance, if a route commenced as a traffic free path and then became a shared use path, the end of section one and start of section two would be at the point of this change. This allowed each section to be scored independently.

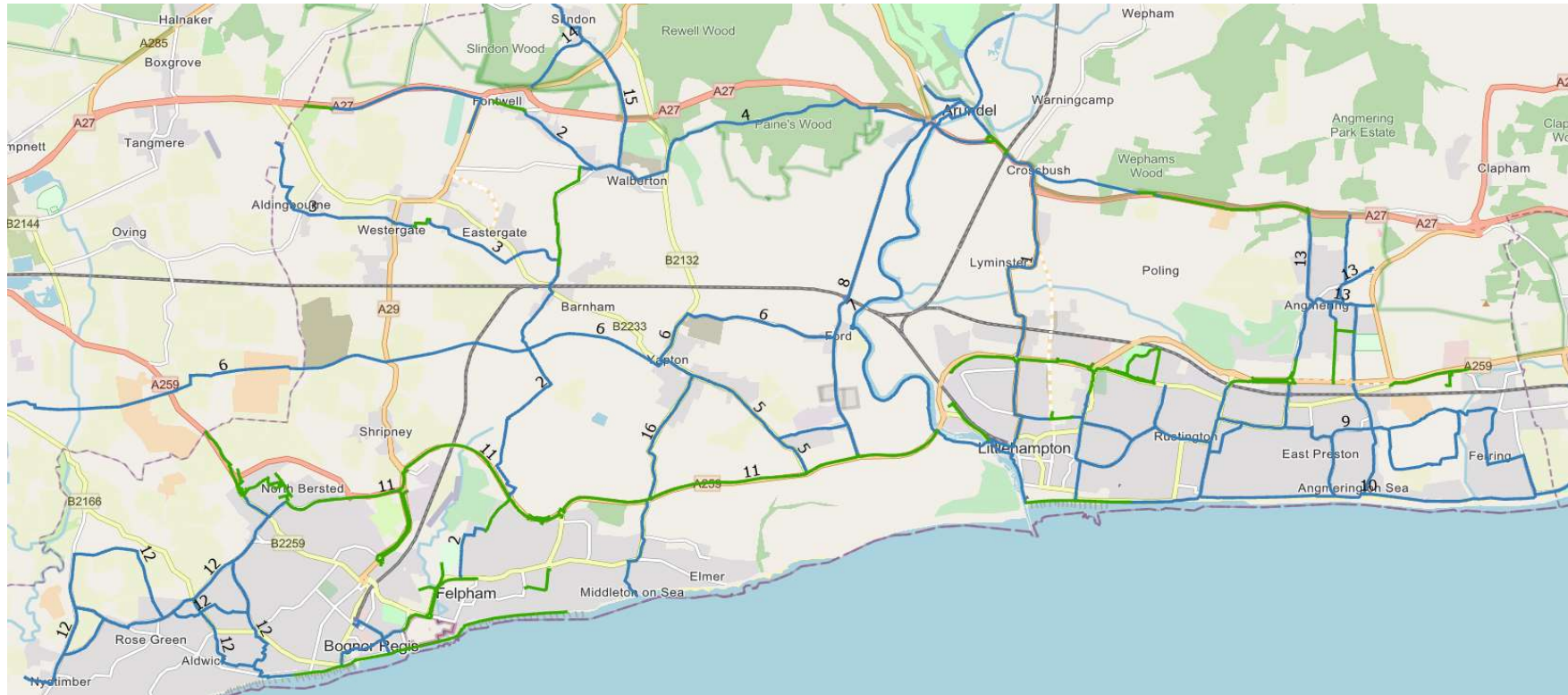
To provide a score for each section of route a rating was developed, which provided a number between 1-5 based on the specific criteria. Based on this method, the lower the number, the more the section of route meets the specific criteria. For instance, a wide traffic free path will likely score 1 for safety as there is little opportunity for conflict, meaning safety will be at a high level. Alternatively, an on-road quietway along a road that has high volumes of traffic and speed will likely score a 5 as this will not be appropriate for active travel.

5	Unacceptable
4	Poor
3	Acceptable
2	Good
1	Excellent

# ASSESSING POTENTIAL ACTIVE TRAVEL ROUTES

2020

15 potential routes have been identified that are located across the district. These routes meet the scheme objectives although they offer various alternative benefits based on location, facility, and connectivity. Each of the 15 proposed routes have been assessed using the appraisal criteria. The 15 proposed routes are shown below.



ARUN ACTIVE TRAVEL CONNECTIVITY STUDY MEMBERS BRIEFING



# ASSESSING POTENTIAL ACTIVE TRAVEL ROUTES

2020

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Route No.	Route Title	Total Score	Total LTN 1/20 Score	Total ADC Objective Score	Total BCR Score
1	Littlehampton to A27	3.1	2.3	3.7	3.1
2	Fontwell to Felpham	2.3	2.0	2.6	2.4
3	Barnham to Aldingbourne	2.4	1.8	2.6	2.7
4	Walberton to Arundel	2.6	1.8	3.3	2.8
5	Yapton to Middleton on Sea	2.7	2.0	3.4	2.8
6	Ford to North Mundham (Old Canal route)	2.3	1.6	2.4	2.8
7	Arundel to Littlehampton (River Arun route)	2.5	2.2	2.9	2.4
8	Arundel to Littlehampton (Ford Road route)	2.0	1.8	2.0	2.1
9	NCN2 Littlehampton to Goring by Sea Inbound Option	2.4	2.1	2.7	2.2
10	NCN2 Coastal Option	3.0	1.9	3.1	3.8
12	Aldwick Region	2.1	1.8	2.2	2.4
13	Angmering Region	2.4	2.1	2.0	3.0
14	Slindon to Fontwell	2.6	2.1	2.8	2.9
15	Slindon to Walberton	2.5	2	2.8	2.7

ARUN ACTIVE TRAVEL CONNECTIVITY STUDY MEMBERS BRIEFING

# ASSESSING POTENTIAL ACTIVE TRAVEL ROUTES

2020

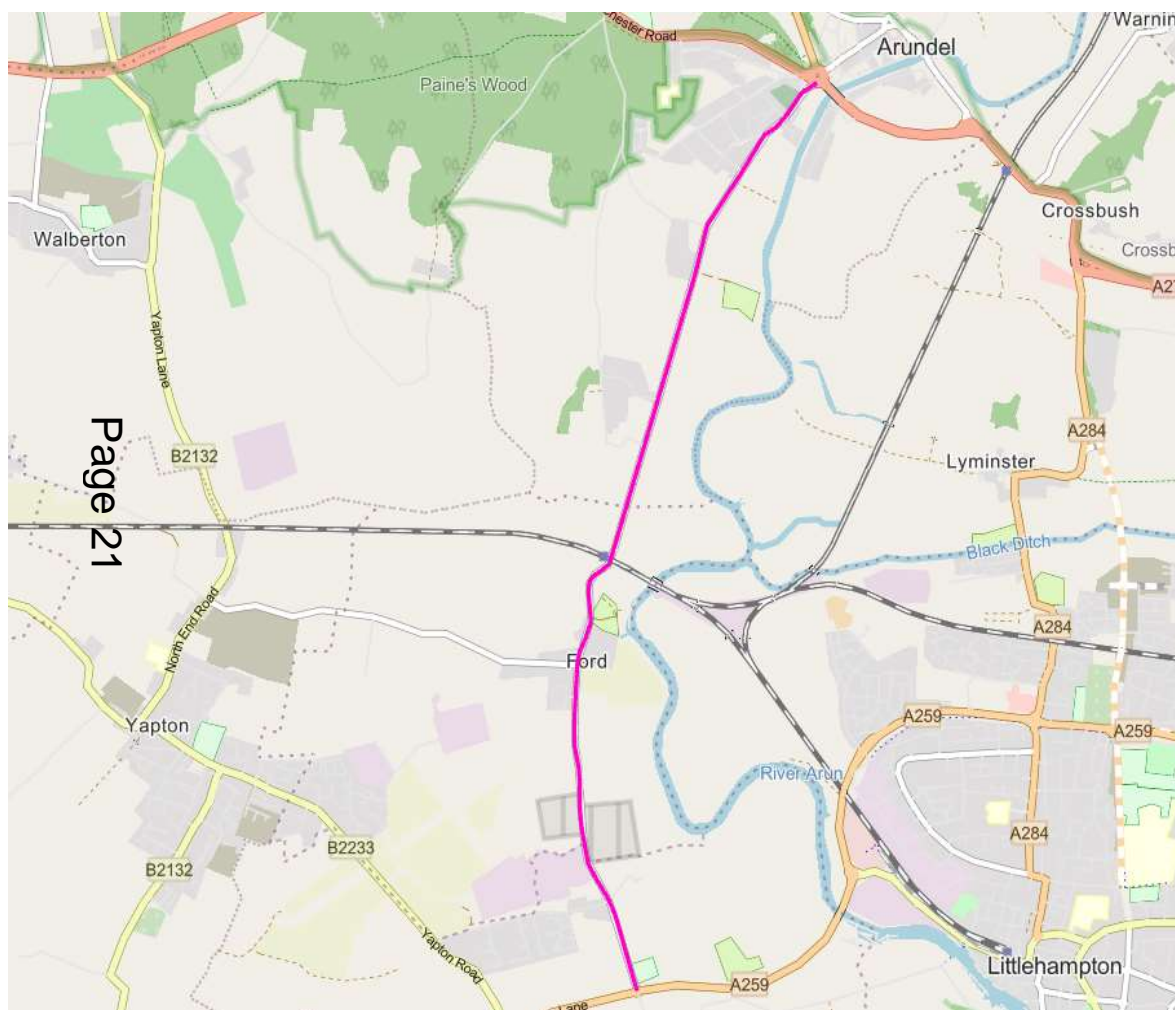
Route	Total Length	Key Trip Generators	Regions Linked	Links to Strategic Development Sites	Proposed Provision Identified	Length of Provision Type
Route 2 - Fontwell to Felpham Missing Links	9.4km	Schools, Employment, Public Transport nodes, Leisure, Open Spaces,	Fontwell, Walberton, Barnham, Flansham, Felpham	SD6 – Fontwell	On-road quietway	2.9km (31%)
					Shared use path	2.5km (26%)
					Traffic free path	4.0km (43%)
Route 6 - Ford to North Mundham (Old Canal route)	8.0km (within Arun District)	Leisure, Open Spaces, Employment	Climping, Ford, Yapton, Shripney	SD10 – Climping, SD8 – Ford, SD7 – Yapton SD5 - BEW	On-road quietway	1.9km (24%)
					Traffic free path	6.1km (76%)
Route 8 - Arundel to Littlehampton (Ford Road route)	5.4km	Schools, Employment, Public Transport nodes, Open Space, Tourism	Arundel, Ford, Climping, Littlehampton	SD10 – Climping, SD8 – Ford	Shared use path	1.3km (24%)
					On-road quietway	0.7km (13%)
					Traffic free path	3.4km (63%)
Route 9 - NCN2 Inbound Option	13.7km	Schools, Employment, Public Transport nodes, Leisure, Open Space, Tourism	Littlehampton, Rustington, East Preston, Ferring, Goring by Sea	SD4 – Littlehampton West Bank	On-road quietway	4.7km (34%)
					Traffic free path	6.8km (50%)
					Shared use path	2.2km (16%)
Route 12 – Aldwick Region	11.5km	Schools, Employment, Open Space, Tourism	Aldwick, Bognor Regis, North Bersted, Rose Green, Nyetimber, Pagham	SD3 – West of Bersted, SD2 – Pagham North SD1 – Pagham South	On-road quietway	2.6km (23%)
					Shared use path	4.4km (38%)
					Traffic free path	4.5km (39%)

ARUN ACTIVE TRAVEL CONNECTIVITY STUDY MEMBERS BRIEFING

# ARUNDEL TO LITTLEHAMPTON FORD ROAD ROUTE

2020

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ARUNDEL



TORTINGTON



FORD



CLIMPING

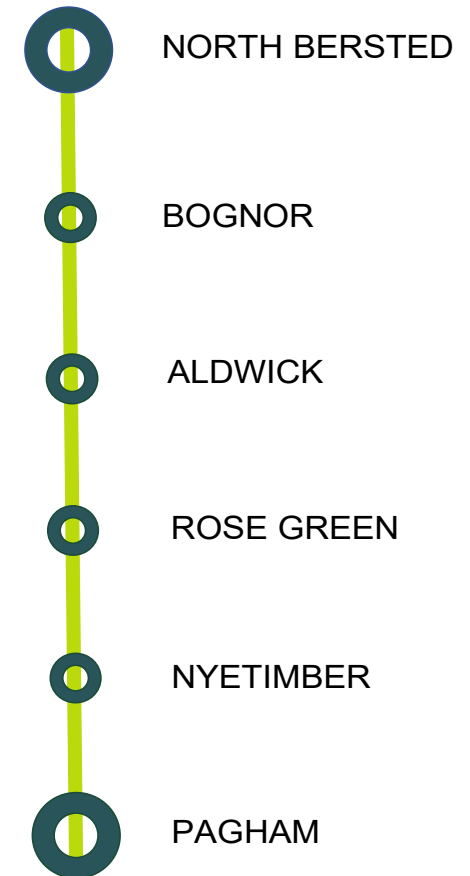
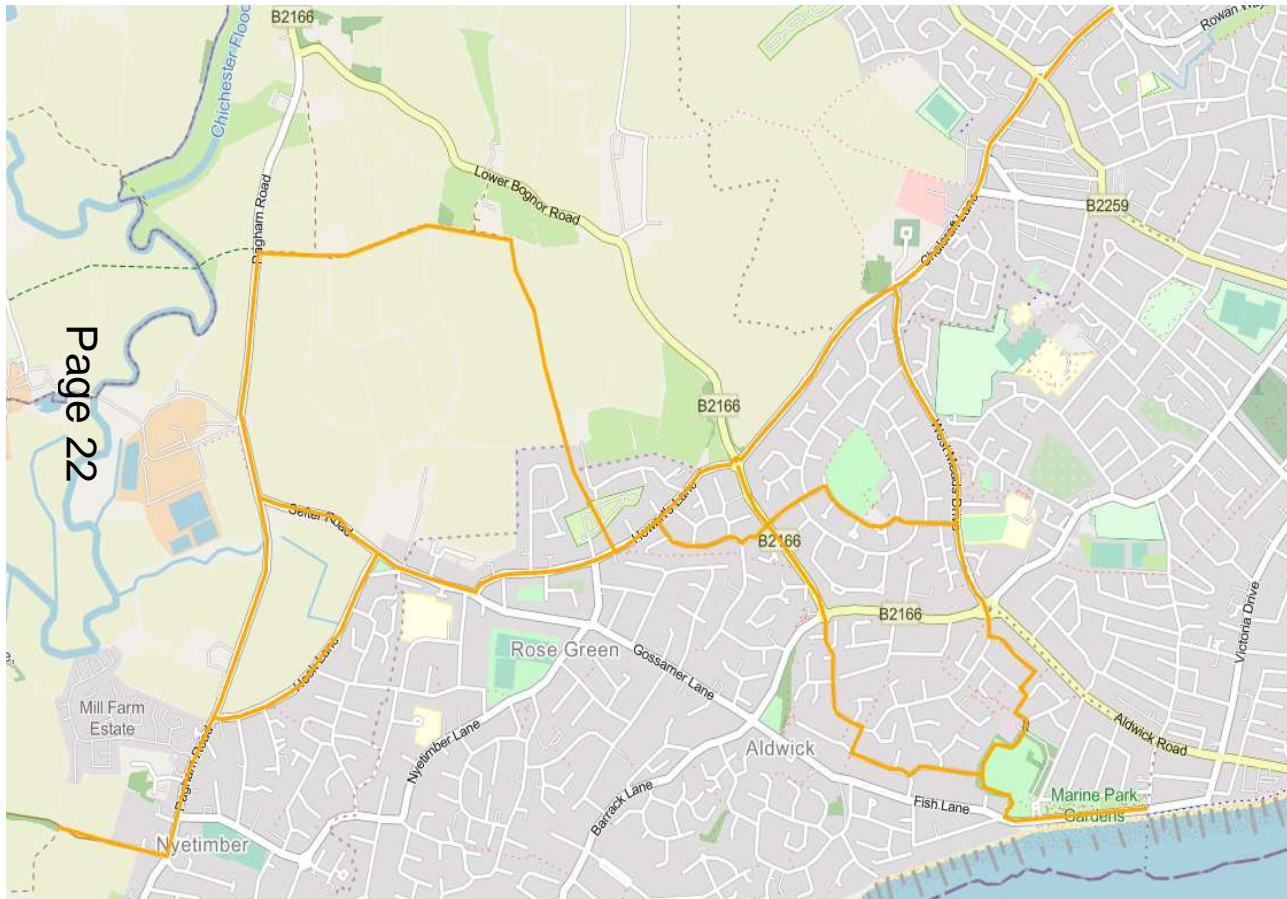


LITTLEHAMPTON

ARUN ACTIVE TRAVEL CONNECTIVITY STUDY MEMBERS BRIEFING

# ALDWICK REGION ROUTE

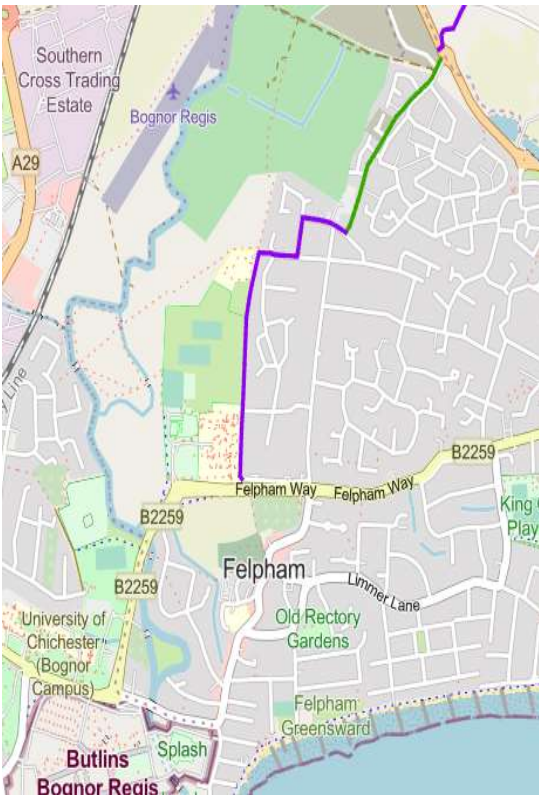
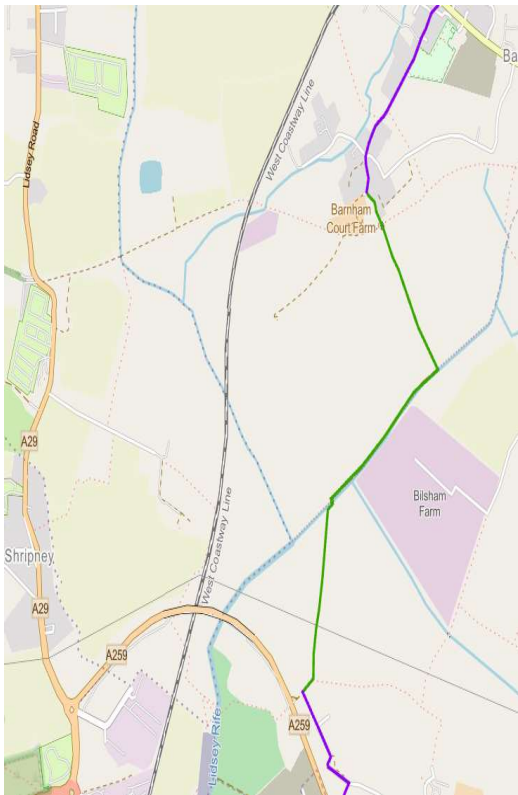
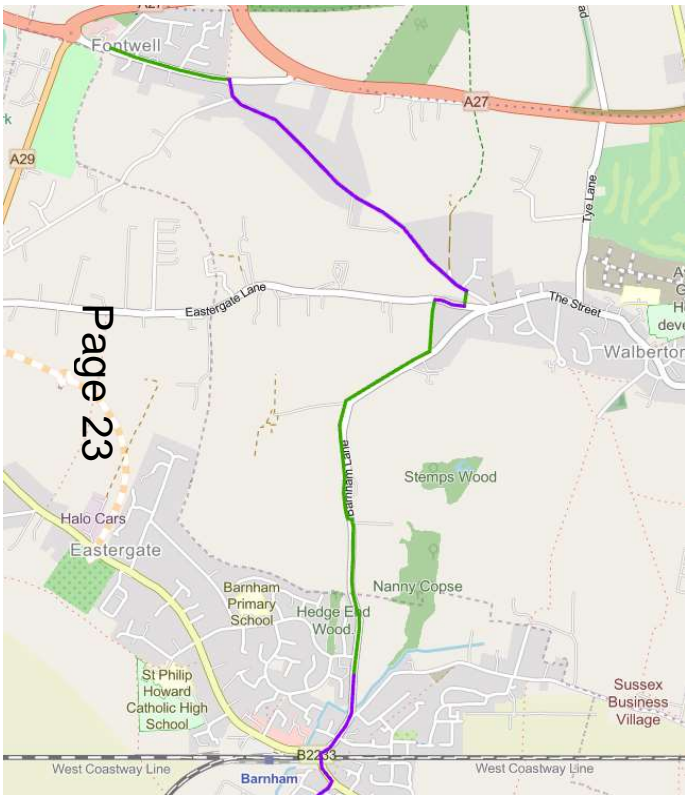
2020





# FONTWELL TO FELPHAM MISSING LINKS ROUTE

2020



FONTWELL



WALBERTON



BARNHAM



FLANSHAM

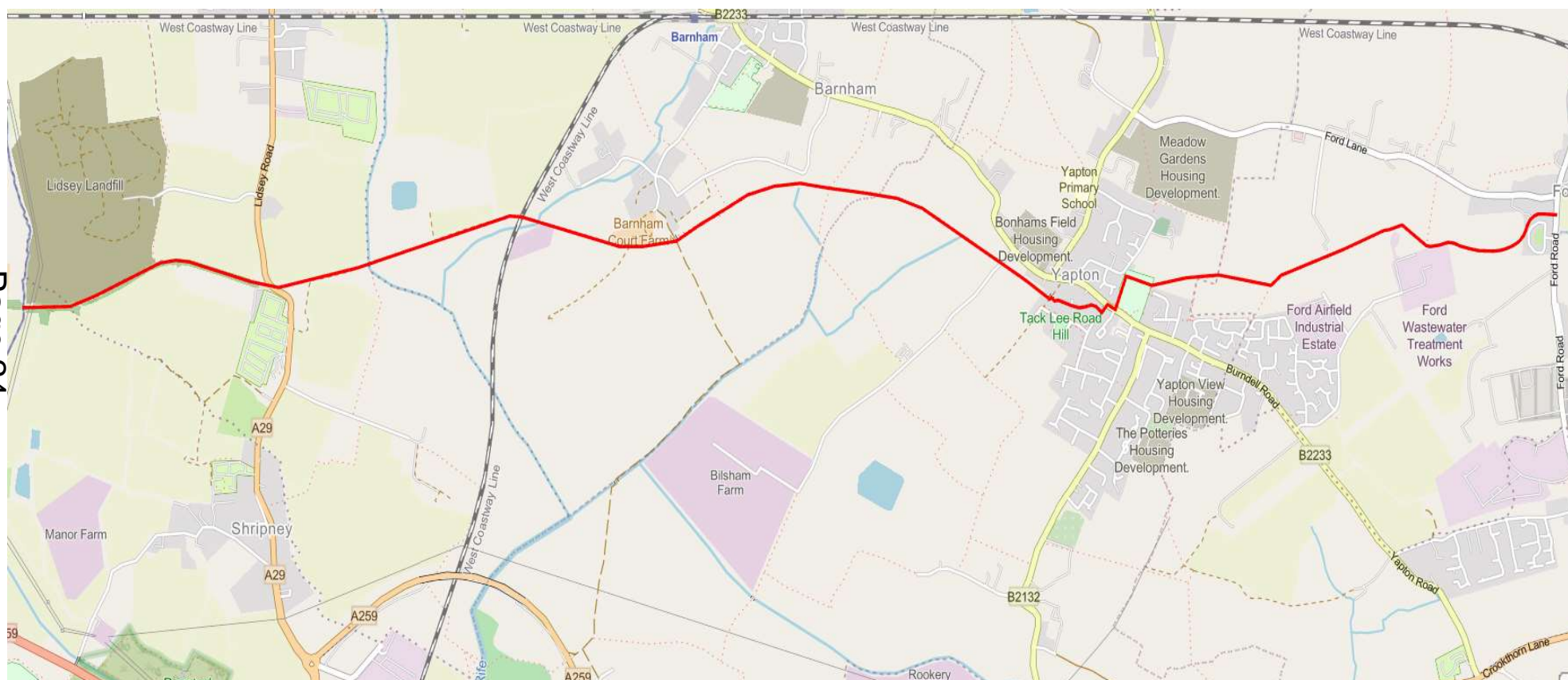


FELPHAM

# FORD TO NORTH MUNDHAM OLD CANAL ROUTE

2020

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ARUN ACTIVE TRAVEL CONNECTIVITY STUDY MEMBERS BRIEFING



# NCN2 LITTLEHAMPTON TO GORING-BY-SEA ROUTE

2020



LITTLEHAMPTON



RUSTINGTON



WEST PRESTON



EAST PRESTON



FERRING



GORING-BY-SEA

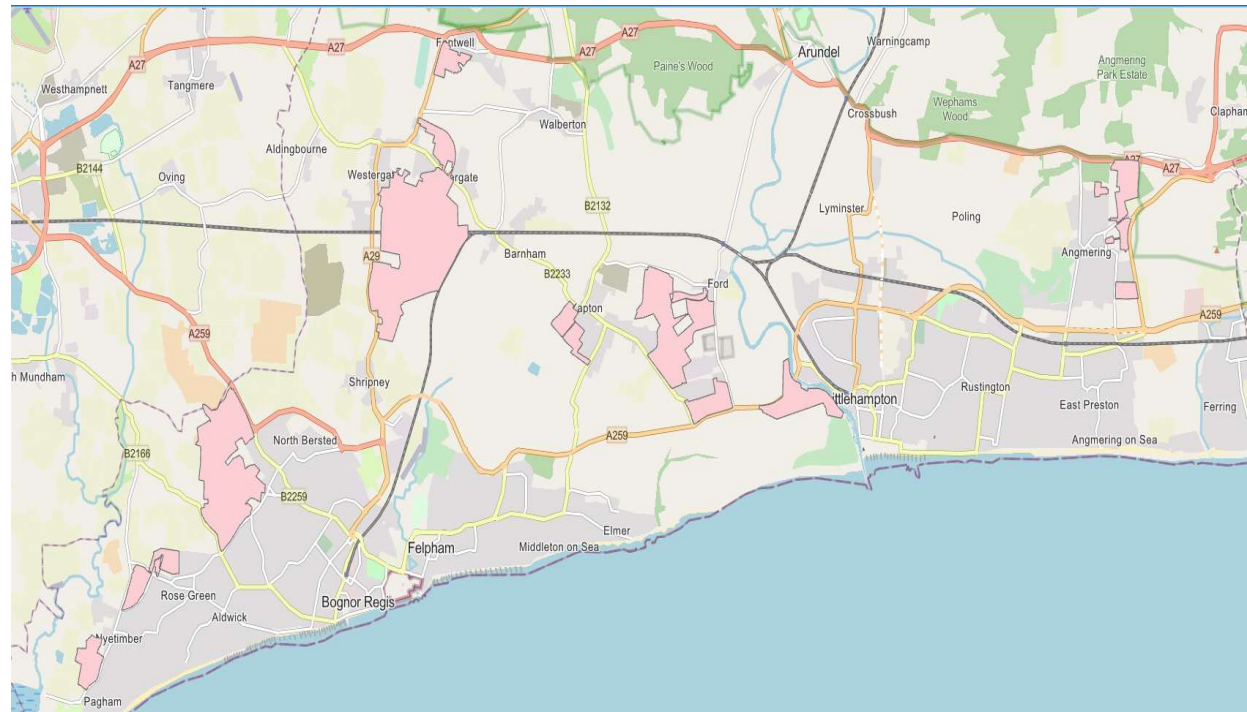
ARUN ACTIVE TRAVEL CONNECTIVITY STUDY MEMBERS BRIEFING

# STRATEGIC DEVELOPMENT SITES

2020

The Arun Local Plan contains 12 allocated strategic development sites across the District. These are:

- Angmering North (SD9);
- Angmering South and East (SD11);
- Barnham, Eastergate, Westergate (BEW) (SD5);
- Land West of Bersted (SD3);
- Enterprise Bognor Regis (Employment);
- Climping (SD10);
- Fontwell (SD6);
- Ford (SD8);
- Littlehampton West Bank (SD4);
- Pagham North (SD2);
- Pagham South (SD1);
- Yapton (SD7).





# STRATEGIC DEVELOPMENT SITES

2020

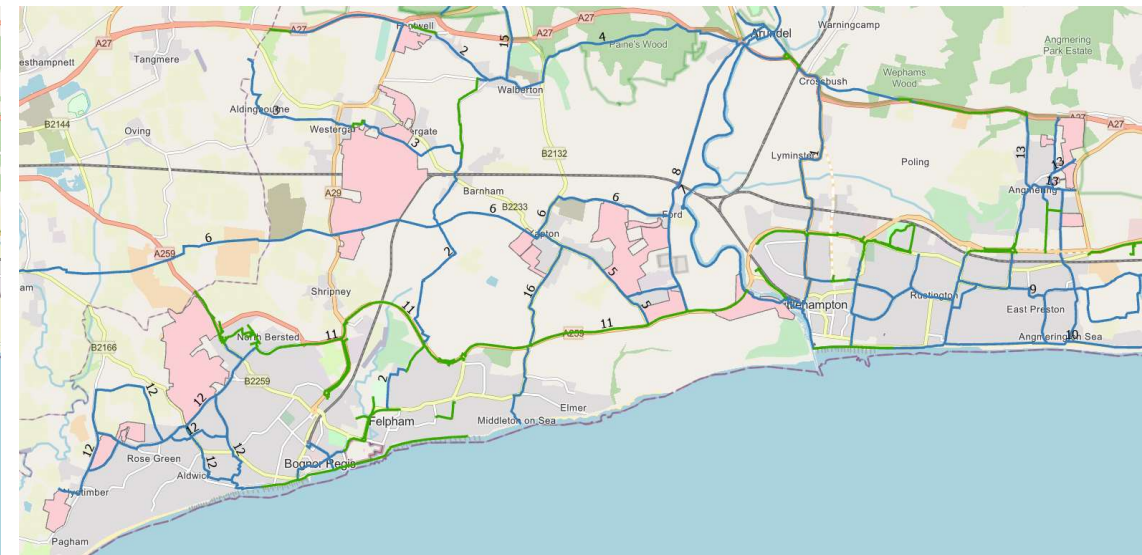
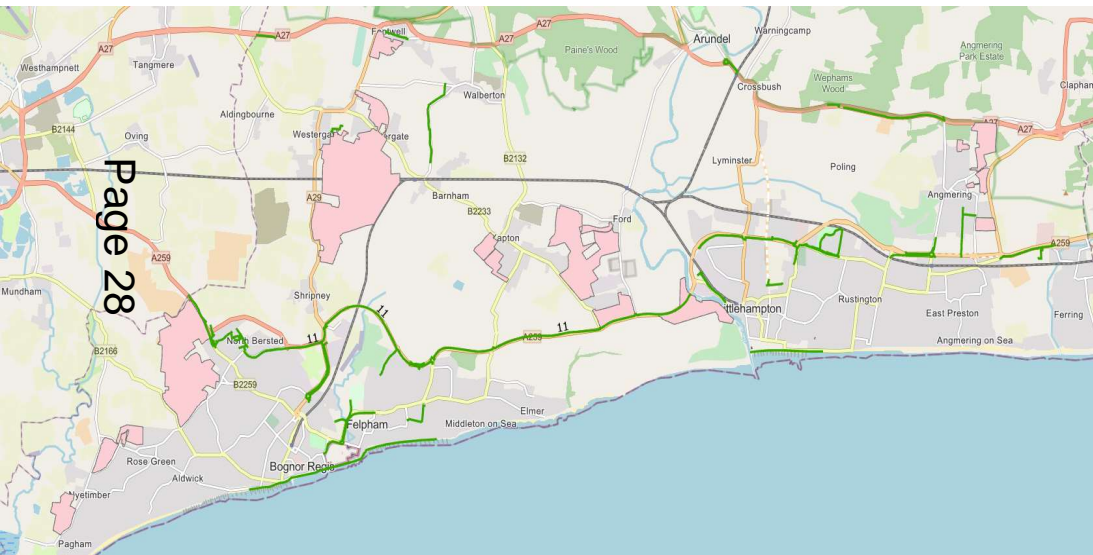
Consideration of the strategic development sites was an important aspect of this active travel study. It is important that proposed routes link to these sites to increase the potential for modal shift to occur. Providing these links gives ADC the platform to ensure developers include high quality active travel provision within masterplans. Examples of high-quality active travel provision in development sites is shown below.



# STRATEGIC DEVELOPMENT SITES

2020

There is a big contrast between the existing active travel provision and the strategic development sites and the proposed active travel provision and the strategic development sites, as shown below.



ARUN ACTIVE TRAVEL CONNECTIVITY STUDY MEMBERS BRIEFING



# STRATEGIC DEVELOPMENT SITES

2020

Some of the strategic development site masterplans are more developed than others. This provides the opportunity to provide more detailed advice on active travel provision during the planning process, which will result in a better provision moving forward. Below are some examples of strategic development sites that have more developed masterplans with guidance on active travel provision included.



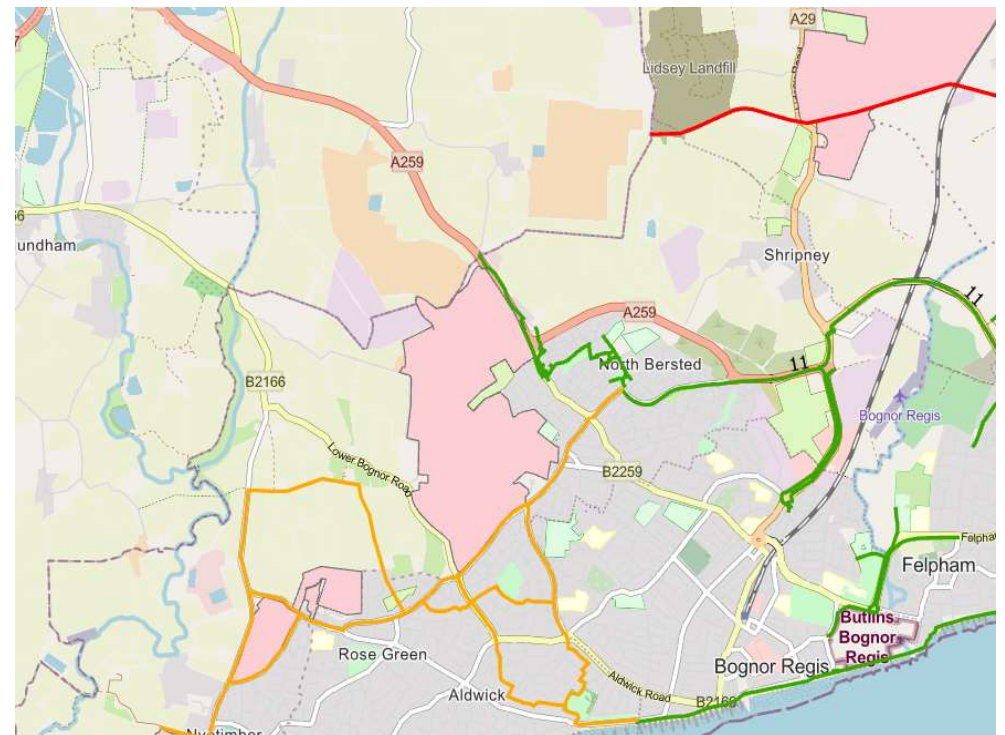
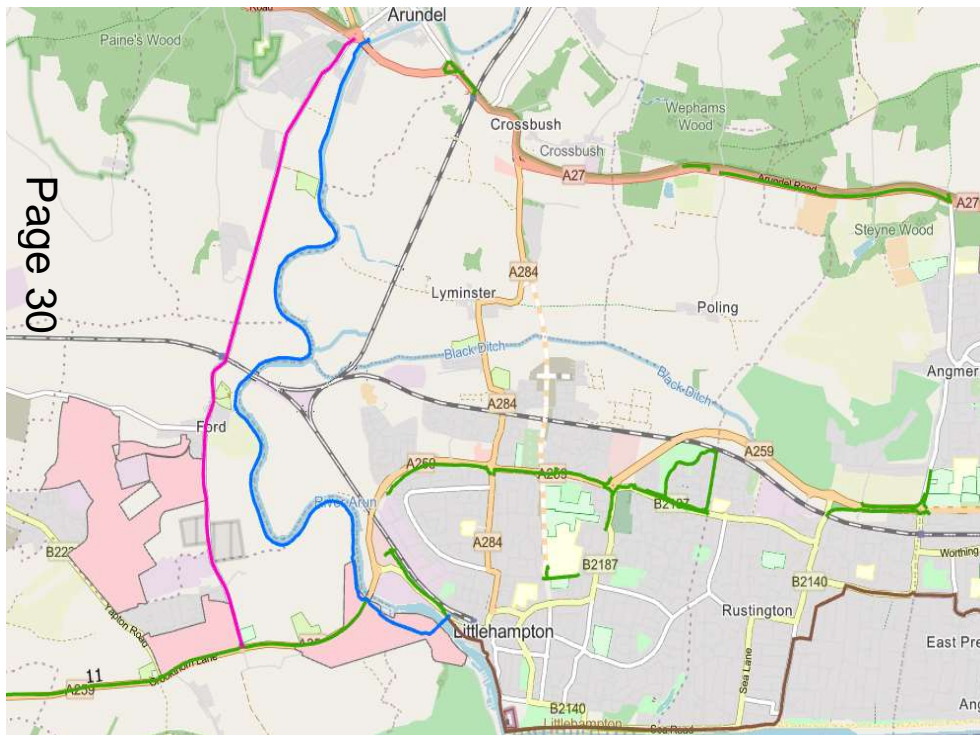
ARUN ACTIVE TRAVEL CONNECTIVITY STUDY MEMBERS BRIEFING



# STRATEGIC DEVELOPMENT SITES

2020

The plans below are examples of how the strategic development sites can link to the proposed active travel routes that have been identified as part of this study.



# COST OF PRIORITY ROUTES

2020

		Route 8A	Route 8B	Route 12	Route 2	Route 6	Route 9
		£	£	£	£	£	£
Series 100	Preliminaries	291,116	342,454	511,890	57,466	346,298	378,552
Series 200	Site Clearance	9,799	10,630	31,108	1,661	9,713	16,063
Series 300	Fencing	91,318	91,318	90,594	0	0	31,454
Series 500	Drainage and Service Ducts	8,930	8,930	0	17,860	8,930	17,860
Series 500	Earthworks	87,002	109,268	157,139	11,361	129,809	122,781
Series 700	Pavements	0	0	0	0	0	6,916
Series 1100	Kerbs, Footways and Paved areas	587,784	726,636	1,130,437	107,868	805,285	832,136
Series 1200	Traffic Signs and Road Markings	46,926	31,657	53,264	25,913	35,687	54,368
Series 1300	Restricted Working hours	25,400	25,400	118,691	23,811	14,850	68,329
Schedule of rates total		1,148,275	1,346,293	2,093,123	245,940	1,350,572	1,528,459
Site Specific items		20,000	0	0	40,000	1,025,400	40,000
Traffic Management		124,000	124,750	139,500	114,700	26,500	102,300
Contingency		29,112	34,245	51,189	5,747	34,630	37,855
Price Fluctuations		14,487	17,612	25,611	2,857	17,810	19,468
Works Estimates		1,335,874	1,522,900	2,309,423	409,244	2,457,912	1,728,082
Optimism Bias (44%)		587,785	670,076	1,016,146	180,067	1,080,161	760,356
Scheme Estimate		1,923,659	2,192,976	3,325,569	589,311	3,523,073	2,488,438

ARUN ACTIVE TRAVEL CONNECTIVITY STUDY MEMBERS BRIEFING

## PHASE 2 – SUPPORTING LOCAL PLAN REVIEW

2020

Review phase 1 outputs against the emerging local plan review to respond to new/additional key opportunities to link existing and proposed active travel networks with new development locations/place making and ensuring that they link up;

Provide constraints advice which will identify opportunities and constraints to delivering joined up active travel networks through new strategic housing sites and feeding into sustainability appraisal objectives for the assessment of new sites;

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Identification of phase 2 priority active travel schemes, as part of a joined-up network and to be supported by evidence which will support the inclusion of the schemes into Local Plan policy.