

# Arun District Council

<b>REPORT TO:</b>	<b>Planning Policy Committee - 24 November 2022</b>
<b>SUBJECT:</b>	<b>Arundel Town Council Local Walking and Cycling Infrastructure Plan (LCWIP)</b>
<b>LEAD OFFICER:</b>	<b>Neil Crowther - Group Head of Planning</b>
<b>LEAD MEMBER:</b>	Councillor Richard Bower
<b>WARDS:</b>	<b>All</b>
<b>CORPORATE PRIORITY / POLICY CONTEXT / CORPORATE VISION:</b>	
The recommendations supports: - <ul style="list-style-type: none"><li>• Improve the Wellbeing of Arun e.g. ensuring safe accessible and sustainable transport network serves communities.</li><li>• Delivering the right homes in the right places e.g. ensuring placemaking is supported by a sustainable transport network.</li><li>• Supporting our Environment to help us e.g. make low carbon transport including walking and cycling and travel by public transport etc.</li></ul>	
<b>DIRECTORATE POLICY CONTEXT:</b>	
The proposals will help to support delivery of sustainable transport infrastructure e.g. more opportunities for cycling and walking and easily accessible green space.	
<b>FINANCIAL SUMMARY:</b> There are no financial implications arising from this Action Plan.	

## 1. PURPOSE OF REPORT

- 1.1. The report seeks the Planning Policy Committee's agreement in principle, to support the development of Arundel Town Council's Local Walking Cycling and Infrastructure Plan (LCWIP) (Background Paper 1) because it is consistent with the Council's approach to delivering Active Travel opportunities, through its Active Travel study (Background Paper 2) which was approved as a material consideration and based on strong community engagement.

## 2. RECOMMENDATIONS

- Planning Policy Committee resolves:-
- 2.1 That the Arundel LCWIP can be supported in principle subject to the caveats in section 4.5.

### **3. EXECUTIVE SUMMARY**

- 3.1 Arundel Town Council are preparing their LCWIP in accordance with national guidelines and at this stage are seeking Arun District Council's support in principle for the approach being taken. This will help the Town Council in its further work, to finalise the LCWIP and engage with West Sussex County Council (WSSCC) to promote the schemes identified within the LCWIP programme managed by WSSCC and potential future funding bids.

### **4. DETAIL**

- 4.1 Arundel Town Council invited Arun members to a virtual presentation on the Arundel LCWIP Member on 4 August 2022. The event was hosted by the Chair of Planning Policy Committee but open to all Members. A presentation was given by the Town Council outlining the purpose of the LCWIP, the stage it was at - going through public consultation on draft proposed active travel routes to serve the local communities in the Arundel area. This was followed by a 'Question and Answer' session.
- 4.2 Arundel Town Council explained that they were seeking support for their emerging LCWIP. The proposals were consistent with the Councils own Active Travel Study methodology and national requirements (for example looking at potential for segregation of vehicles and walkers/cyclist, value for money and accessibility to employment, services and leisure).
- 4.3 The emerging Arundel LCWIP sets out a proposed network of two walking zones, three walking routes and seven cycle routes that connect commonly used 'origins and destinations'. The initial engagement and consultation work over recent years has identified comments, concerns, and ideas about walking, cycling and general access to key locations raised by Arundel residents including intelligence from the 2019 Arundel Neighbourhood Plan Review. Key findings from LCWIP consultation Executive summary show:-
- 94% support aims of the LCWIP in principle, 7% have mobility constraints.
  - Walkers would walk more if infrastructure was improved (wider pavements.
  - dropped kerbs, continuous paths, better road surface, segregation where needed).
  - Fewer respondents were cyclists (about 10%) but a higher proportion would cycle more if safe/direct to do so than the increase in walkers.
  - Main reasons for not walking/cycling more now are safety, traffic, lack of routes & lack of crossing points (especially Ford Road & The Causeway).
  - Driving is convenient especially if luggage is needed, time is short, or weather bad.
  - Buses are seen as unreliable.
  - Draft network is supported but need to add Walberton & Burpham.
  - Arundel needs a parking strategy/shared space.
  - Rat running is a big issue as is HGV's on Ford Road.

- 4.4 Arun District Council approved its own Active Travel Study (ATS) as a material consideration (Planning Policy Committee 1 June 2021). The ATS identified a network of 15 Active Travel routes across the District (and was also based on stakeholder engagement and a methodology to meet national guidelines). The Arun ATS identified that there are 5 key priority routes, one of which is Route 8 'Arundel to Littlehampton Ford Road route'. This route is consistent with the LCWIP Arundel to Ford Road Cycle and Walking 'Route 'C6' and 'W1' (respectively), to the Rail Station. Further, Route 8 is included in Arun's Community Infrastructure Levy (CIL) Infrastructure Investment Plan (IIP 2022/24).
- 4.5 The Arundel LCWIP proposal shows a more detailed approach to proposed active travel routes with a number of different schemes compared to Arun's ATS. For example, the Arun ATS has Route 4 Walberton to Arundel; Route 1 Littlehampton to A27; and Route 7 Arundel to Littlehampton (River route) affecting the Town Council's LCWIP area (see Background Paper 2). However, the Arundel LCWIP shows Walking routes W2, W4, and Cycling routes C5 and C7. Where these routes are common to both the Arun ATS routes and the emerging Arundel LCWIP, they can be supported as complementary with Arun District Council (ADC) priorities. Where they depart, the Arun ATS will be ADC's formal policy position in regard to any further prioritisation and funding (e.g. via the IIP). Nevertheless, the LCWIP proposals as a whole package, can be supported in principle subject to this caveat and it is possible that further funding alignment between the LCWIP and Arun ATS may be possible through the IIP prioritisation process, subject to funding and prioritisation criteria and review of the IIP. The Arundel LCWIP will also assist the Town Council in its infrastructure work and in bidding for Active Travel funding resources via the Countywide LCWIP prioritisation process managed by West Sussex County Council.

## **5. Conclusion**

- 5.1. Arun District Council can provide support in principle to the emerging Arundel LCWIP subject to the caveats identified in section 4.5 above. A further report will be brought back once the final Arundel LCWIP is approved by the Town Council.

## **6. CONSULTATION**

- 6.1. No consultations have been undertaken.

## **7. OPTIONS / ALTERNATIVES CONSIDERED**

- 7.1. The options are:-
1. Support the Arundel LCWIP in principle.
  2. Not support the Arundel LCWIP in principle.

## **8. COMMENTS BY THE GROUP HEAD OF CORPORATE SUPPORT/SECTION 151 OFFICER**

- 8.1. The implementation of the recommendations subject to section 4.5, has no budget or resource implications.

## **9. RISK ASSESSMENT CONSIDERATIONS**

- 9.1. Implementing the recommendation will pose no risk to the Council based on the caveats set out in this report.

## **10. COMMENTS OF THE GROUP HEAD OF LAW AND GOVERNANCE & MONITORING OFFICER**

- 10.1. There are no Governance or legal implications arising from the emerging Arundel Town Council LCWIP.

## **11. HUMAN RESOURCES IMPACT**

- 11.1. There are no implications arising from the Arundel Town Council LCWIP.

## **12. HEALTH & SAFETY IMPACT**

- 12.1. No direct health and safety impacts have been identified from the Arundel Town Council LCWIP. However, it is anticipated that there will be opportunities for segregation of vehicles and walkers/cyclists resulting in reduced health and safety risks for the community.

## **13. PROPERTY & ESTATES IMPACT**

- 13.1. There are no direct implications for Council property arising from the Arundel Town Council LCWIP.

## **14. EQUALITIES IMPACT ASSESSMENT (EIA) / SOCIAL VALUE**

- 14.1. The proposals may help to improve safe and sustainable travel access to employment, services and leisure, having a positive impact on community health and wellbeing.

## **15. CLIMATE CHANGE & ENVIRONMENTAL IMPACT/SOCIAL VALUE**

- 15.1. There are no direct adverse implications for Climate Change and indeed the proposals may have beneficial effects. These include a reduction in emissions related to car use and improvement in air quality.

## **16. CRIME AND DISORDER REDUCTION IMPACT**

- 16.1. There are no direct adverse implications for crime and disorder.

## **17. HUMAN RIGHTS IMPACT**

- 17.1. There are no direct adverse implications for human rights.

## **18. FREEDOM OF INFORMATION / DATA PROTECTION CONSIDERATIONS**

- 18.1. There are no implications.

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**BACKGROUND DOCUMENTS:**

Background Paper 1: Arundel Town Council LCWIP Proposals

<https://www.arundeltowncouncil.gov.uk/lcwip/>

Background Paper 2 Arun Active Travel Study

<https://www.arun.gov.uk/transport-planning-policy>