

# ARUN DISTRICT COUNCIL

## REPORT TO AND DECISION OF LITTLEHAMPTON REGENERATION SUB COMMITTEE ON 11 MARCH 2021

### PART A : REPORT

<b>SUBJECT: THE ARUN CYCLEWAY FEASIBILITY STUDY</b>
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<b>REPORT AUTHOR:</b>	Karl Roberts, Director of Place
<b>DATE:</b>	20 January 2021
<b>EXTN:</b>	37760
<b>PORTFOLIO AREA:</b>	Economy

#### EXECUTIVE SUMMARY:

The report outlines the feasibility of installing a new cycle path along the bank of the River Arun, connecting Littlehampton and Arundel.

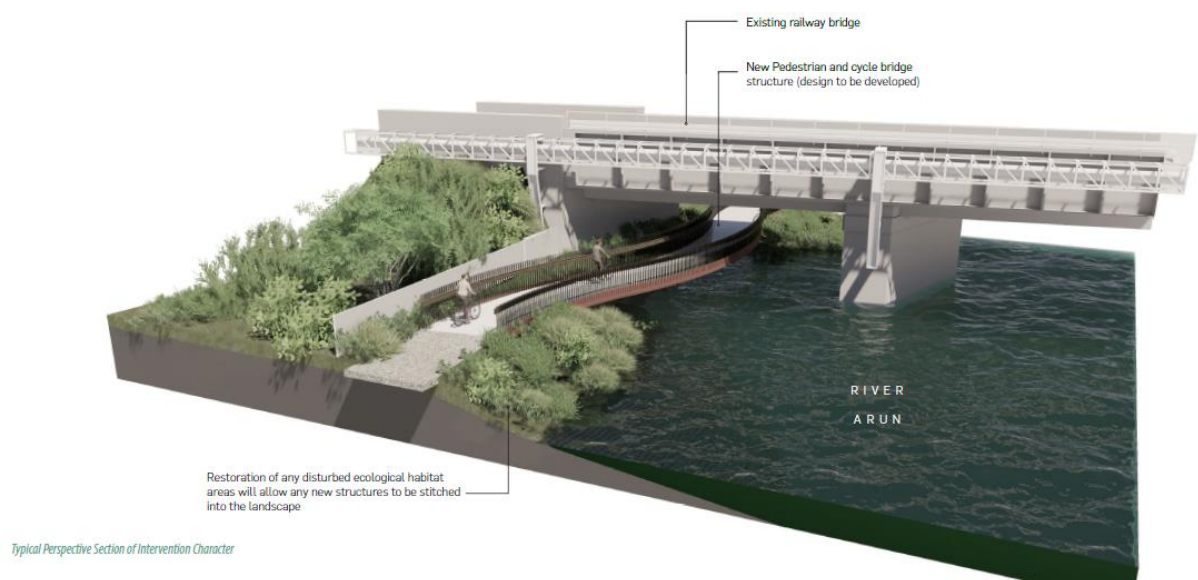
#### RECOMMENDATIONS:

The Committee is asked to note the content of the Feasibility Report for the Arundel to Littlehampton Cycleway and the intention to use further funds from the West Sussex Business Rate Pool to commission further work considered necessary to support the objective of submitting a planning application for the cycleway.

#### 1. BACKGROUND:

- 1.1 Within the Local Plan there is a stated policy objective of providing effectively a cycleway between the two towns, linking with Ford railway station.
- 1.2 Some initial assessment was undertaken on behalf of the Council some time ago by Sustrans. However, a much more comprehensive feasibility study has been undertaken, funded through a successful bid to the West Sussex Business Rate Pool and supplemented with funding from WSCC.
- 1.3 A link to the document is provided at the end of this report.
- 1.4 The existing route is currently an unmade footpath that follows the alignment of the river, crossing under two major 'A' roads and the West Coastway Railway Line. This unmade footpath connects to existing footways in Arundel and Littlehampton, which access destinations within these towns. In general, the cycling infrastructure in these towns is on low traffic streets. The proposed route will connect with this existing network and fill in any gaps to create a seamless journey between the river and the town centres. There are some gaps in provision within the towns which this study highlights and seeks to propose mitigation to support routes to and from the proposed leisure route.

- 1.5 The report provides information on how a proposed leisure route will connect and complement existing walking and cycling routes within the vicinity and the proposals by the respective local authorities in the area to improve walking and cycling as noted within the West Sussex Walking and Cycling Strategy (2016 to 2026) and the South Downs National Park Authority Cycling and Walking Strategy (2017 to 2024).
- 1.6 The report assesses the entirety of the route between the towns, the connectivity to the rail stations within the towns and the connectivity to adjacent cycle and walking routes within the vicinity of the River Arun. The information that has been collected and assessed relates to multiple disciplines which has enabled this report to provide a narrative of issues, constraints as well as opportunities.
- 1.7 The information included in the report covers the following disciplines:
- Transport Planning;
  - Landscape Architecture;
  - Flood Risk Assessment;
  - Structural & Civil Engineering;
  - Geotechnical Engineering;
  - Utility searches;
  - Planning, Ecology, Archaeology, Arboricultural, Legal searches (WSCC);
  - Cost, CDM (F&G)
- 1.8 There are a number of particular challenges in terms of delivering the required outcome including how the route would pass successfully under the railway built at ford. In the report one option that has been explored is a structural cantilever slab, possibly similar to that shown in the extract from the document below.



- 1.9 The various works proposed have been costed in a separate document (which has not been made publicly available). The estimated cost range is between £9.8m and £15.8m for the main route and a further £1.4m for various connecting elements.

<p>There are also a number of exclusions to these costs including any land acquisition costs (if required) and the removal or remediation of any contaminated material than might be found, which will need to be taken into account.</p>																													
<p><b>2. PROPOSAL(S):</b></p> <p>2.1 There is still a significant amount of work to be done before a planning application could be submitted to the Council for consideration. This includes ecology surveys, public engagement and commissioning a report to demonstrate the economic benefits of the cycleway. A particularly important piece of work if the intention is to seek external funding to secure the delivery of cycleway.</p> <p>2.2 A further tranche of funding of £62k has been secured from the Business Rate Pool to facilitate the next stage of work.</p> <p>2.3 It is anticipated that the commissioning of some of this work will commence in Spring 2021. Members will be provided with an update in due course.</p>																													
<p><b>3. OPTIONS:</b></p> <p>3.1 To note the report as recommended or require an alternative action.</p>																													
<p><b>4. CONSULTATION:</b></p> <table border="1"> <thead> <tr> <th>Has consultation been undertaken with:</th> <th>YES</th> <th>NO</th> </tr> </thead> <tbody> <tr> <td>Relevant Town/Parish Council</td> <td></td> <td>x</td> </tr> <tr> <td>Relevant District Ward Councillors</td> <td></td> <td>x</td> </tr> <tr> <td>Other groups/persons (please specify)</td> <td></td> <td>x</td> </tr> </tbody> </table>			Has consultation been undertaken with:	YES	NO	Relevant Town/Parish Council		x	Relevant District Ward Councillors		x	Other groups/persons (please specify)		x															
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<p><b>5. ARE THERE ANY IMPLICATIONS IN RELATION TO THE FOLLOWING COUNCIL POLICIES: (Explain in more detail at 6 below)</b></p> <table border="1"> <thead> <tr> <th></th> <th>YES</th> <th>NO</th> </tr> </thead> <tbody> <tr> <td>Financial</td> <td></td> <td>x</td> </tr> <tr> <td>Legal</td> <td></td> <td>x</td> </tr> <tr> <td>Human Rights/Equality Impact Assessment</td> <td></td> <td>x</td> </tr> <tr> <td>Community Safety including Section 17 of Crime &amp; Disorder Act</td> <td></td> <td>x</td> </tr> <tr> <td>Sustainability</td> <td></td> <td>x</td> </tr> <tr> <td>Asset Management/Property/Land</td> <td></td> <td>x</td> </tr> <tr> <td>Technology</td> <td></td> <td>x</td> </tr> <tr> <td>Other (please explain)</td> <td></td> <td>x</td> </tr> </tbody> </table>				YES	NO	Financial		x	Legal		x	Human Rights/Equality Impact Assessment		x	Community Safety including Section 17 of Crime & Disorder Act		x	Sustainability		x	Asset Management/Property/Land		x	Technology		x	Other (please explain)		x
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<p><b>6. IMPLICATIONS:</b></p> <p>6.1 At this stage there are no implications directly arising out of the recommendation to note the content of the feasibility study. Public engagement will be undertaken in the next phase of work.</p>																													

**7. REASON FOR THE DECISION:**

7.1 To provide the Committee with an update on progress to date, the likely costs of delivering the full cycleway and the next stage.

**8. BACKGROUND PAPERS:**

Littlehampton Regeneration Sub Committee – June 2018

**Link to feasibility report - TBA**

Equality Impact Assessment : Not required for this report.