

ARUN DISTRICT COUNCIL

REPORT TO AND DECISION OF PLANNING POLICY COMMITTEE ON 1 JUNE 2021

REPORT

SUBJECT: Arun Local Plan Update – Active Travel Study
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REPORT AUTHOR:	Kevin Owen – Planning Policy Team Leader
DATE:	04 May 2021
EXTN:	x 37853
AREA:	Planning

EXECUTIVE SUMMARY:

This report updates members on the first phase completion of the Arun Active Travel Study (ATS) which will set out the baseline ATS network for the district and set out 5 key priorities for investment following engagement with stakeholders and scoring of potential improvent schemes against indsutry standard active travel criteia in accordance with Government guidance and best pratice.

RECOMMENDATIONS:

1. That the Arun Active Travel Study be noted.

1. BACKGROUND:

- 1.1 As part of updating the Arun Local Plan and following declaration of a Climate Change Emergency, Arun District Council is making steps towards reducing carbon emissions and as part of this effort, the Council is looking to prioritise active travel as a way to give communities the opportunity to reduce car-use, while at the same time improve safety, health and wellbeing.
- 1.2 Therefore, 2020 Consultancy has been commissioned by Arun District Council to undertake an independent Active Travel Study (ATS) looking into the District's provision for Non-Motorised Users (NMUs), which include pedestrians, cyclists, wheelchair users, horse riders, and those on scooters, in order to determine and map the current active travel infrastructure across the Arun District and identify gaps where improvements can be made to help deliver a joined up ATS network.
- 1.3 The aims of this study are set out in two phases. The aim of the first phase is to assess the active travel network across Arun District planning authority area (i.e. excluding the South Downs National Park) to identify existing NMu routes and develop new potential routes that creates a safe and attractive provision of facilities

in order to promote and increase the number of trips made by walking, cycling, wheeling, and horse riding for everyday journeys. This will form a mapped District wide baseline to assist with the update of the Local Plan.

- 1.4 Phase 2 will subsequently examine emergent spatial development options arising from the update to the Arun Local Plan and how the active travel network can link up with new communities – this will be tested later in the plan making timetable.
- 1.5 The ATS has assessed potential active travel routes by developing a bespoke option appraisal that allows for the prioritisation of routes to determine those route locations that would have the greatest benefit if, and when, funding became available. The option appraisal criteria used for this study is outlined in section 7 on page 95 of the ATS.
- 1.6 While the study provides an active travel network across the District, it also provides a prioritised list of routes, that has been developed from the option appraisal criteria. To support the study, the five highest scoring routes have been progressed into an outline design stage to demonstrate the required construction and a costing and delivery plan. The outline designs can be viewed in Appendix A of the ATS.
- 1.7 The ATS study is a significant volume of work and evidence and to assist with an overview of the approach and content an Methodology Flow Chart is set out in Appendix 1 to this committee report.
- 1.8 The study has looked at the following NMUs infrastructure:-
 - Traffic Free Paths
 - Shared use paths
 - Segregated cycle path
 - Bridleways
 - Public right of ways
 - Quietway
- 1.9 The study methodology route scoring assessment starts with national guidance e.g. Department for Transport (DfT) published Local Transport Note: LTN/ 1/20 (Background paper 3) which provides measureable quality thresholds, examining five core principles that encourage walking and cycling:-
 - Coherence;
 - Directness;
 - Safety;
 - Comfort;
 - Attractiveness
- 1.10 The ATS assessment then considered the key objectives for the scheme identified with officers at inception stage and are shown Appendix 2 to this committee report. The objectives outline the key requirements of the study, focussing on the identification of active travel connectivity improvements across the District, including in particular, with strategic development sites (in the adopted Arun Local Plan) and

key trip generators such as schools, areas of employment, public transport nodes and open spaces including the seafront. These objectives were consulted on with stakeholders before then considering the value for money or 'benefit cost ratio' (DfT BCR) of routes and interventions required e.g. examining:-

- Deliverability;
- Cost;
- Effectiveness;
- Stakeholder support

1.11 The ATS work identified a long list of 15 potential routes for assessment across the District.

1.12 In general, the study methodology has applied the 'gold standard' (Section 7 of the ATS explains the assessment methodology and criteria used including 'gold' 'silver' and 'bronze' levels of intervention) in its assessment to ensure that the priority routes meet all the criteria that is set out in the appraisal methodology. The gold standard prioritises measures that result in greater safety, directness, coherence, and attractiveness meeting DfT published LTN 1/20 guidance to designing high quality, safe, cycle infrastructure. In addition, this approach will assist with future bidding for active travel funding and other resources e.g. via the West Sussex County annual district Local Cycling Walking Infrastructure Plans (LCWIP) process. The ATS evidence may also inform development management decisions and potentially Community Infrastructure Levy funding.

1.13 Following assessment, the five key priorities identified are summarised below:-

- Arundel to Littlehampton via Ford Road route;
- Aldwick region route;
- Ford to North Mundham via old canal route;
- Fontwell to Felpham missing links route;
- NCN2 Littlehampton to Goring-by-Sea Inbound route.

1.14 The key components of the five priorities are summarised in Appendix 3 to this Committee report.

1.15 Where possible, the ATS recommends acquiring private land in adjacent fields to allow the implementation of off-road traffic free paths. For the route alignments identified within this study, this option will meet the majority of the objectives included LTN 1/20.

1.16 On-road quietways have been proposed where there isn't a more feasible proposal or within roads that will be subject to low traffic and speed, meaning safety will not be a concern for NMUs. This will reduce costs to deliver schemes making them score higher from a DfT BCR perspective.

<p>Next Steps</p> <p>1.17 The first phase of the ATS has consolidated and mapped a significant evidence base that can be used to support future Active Travel and LCWIP funding bids. A further stage 2 ATS will be able to build on this evidence base and inform the spatial approach of the Local Plan Update. The ATS first phase study should be noted.</p>																													
<p>2. PROPOSAL(S):</p> <p>To note the ATS evidence study phase 1.</p>																													
<p>3. OPTIONS:</p> <p>The following options are available to Members:</p> <ol style="list-style-type: none"> 1. To note the study; 2. Not to not the study. 																													
<p>4. CONSULTATION:</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>5. ARE THERE ANY IMPLICATIONS IN RELATION TO THE FOLLOWING COUNCIL POLICIES: (Explain in more detail at 6 below)</p> <table border="1"> <thead> <tr> <th></th> <th>YES</th> <th>NO</th> </tr> </thead> <tbody> <tr> <td>Financial</td> <td>x</td> <td></td> </tr> <tr> <td>Legal</td> <td>x</td> <td></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 & Disorder Act</td> <td></td> <td>x</td> </tr> <tr> <td>Sustainability</td> <td>x</td> <td></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>6. IMPLICATIONS:</p> <p>The commissioning of evidence to support the Local Plan update will help to deliver a 'sound' Local Plan which will aid local decision making and ensure that development is sustainable and meets the Council's aspirations, including securing the steps necessary to address the Climate Change Emergency. The commissioning of evidence has a financial impact on the authority however, this has been budgeted for.</p>																													

7. REASON FOR THE DECISION:

The report is to keep members informed on the progress on commissioning work to support the update of the Arun Local Plan 2018.

8. BACKGROUND PAPERS:

Background paper 1 Arun Active Travel Study

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

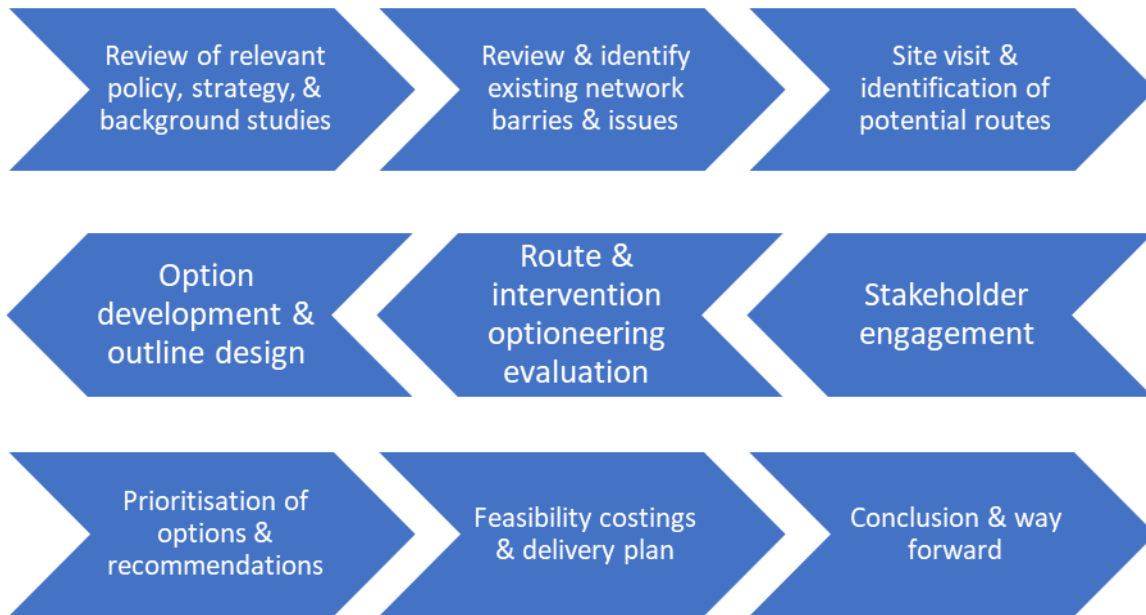
Background paper 2 ATS Prioritisation spreadsheet

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

Background paper 3 Department for Transport Local Transport Note LTN/120 Cycle infrastructure design:-

<https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

Appendix 1: ATS Methodology Flow Chart



Appendix 2 Scheme Objectives

Scheme Objectives		Route Assessment Considerations
1	Identification of strategic development sites and linking active travel to Local Plan sites	Are there trip generators within the vicinity of a strategic development site? Can a LTN 1/20 compliant route be delivered to provide connections?
2	Improve road safety for active travel	The active travel route will lead to a reduction in conflict between vehicles and cyclists/pedestrians/wheelers.
3	Connect new and existing neighbourhoods to key trip generators	The active travel route will need to provide infrastructure to trip generators without compromising safety.
4	Improve integration between public transport	How well does the active travel route improve linkages with the bus and rail networks in the study area?
5	Prioritise active travel to reduce car-use and promote health and wellbeing	Will an active travel route encourage modal shift?
6	Meet the aspirations for the authority and all partners	Will the active travel route contribute positively to social inclusion and strike the appropriate balance with utility and leisure journeys?

Appendix 3: Five priorities key components

Route	Total Length	Key Trip Generators	Regions Linked	Links to Strategic Development Sites	Proposed Provision Identified	Length of Provision Type
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 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%)
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 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 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%)