

ARUNDEL TO FORD STATION CYCLE AND WALKING ROUTE

Making Cycling and Walking Safer

February 2021

A report by Arundel Cycling and Walking Group



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Abbreviations

ATC – Arundel Town Council
ADC – Arun District Council
CIL – Community Infrastructure Levy
DfT – Department for Transport
GVA – Gross Value Added
HE – Highways England

LCWIP – Local Cycling and Walking
Infrastructure Plan
S106 – Funding from developers
SDNP – South Downs National Park
WSCC – West Sussex County Council

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Foreword from the Mayor of Arundel



Securing a safe route between Arundel and Ford station for cyclists and pedestrians is a high priority for Arundel residents.

Currently the road is dangerous for cyclists and for walkers. As a result, there are parents who chauffeur their children to Ford Station 190 days a year, amounting to 760 journey of less than 2 miles. This is the type of car journey that the government want to see replaced by walking or cycling. But it will not happen until the route is safe.

In addition to the undoubted benefits in terms of safety and the environment, the envisaged Arundel Ford cycling and walking route will provide clear advantages for health, exercise, improved access to the South Downs National Park and connectivity along the south coast, together with a stimulus to the economy of the entire district. As a result, it clearly meets the current agenda priorities of the Government, West Sussex County Council, Arun District Council, and the South Downs National Park Authority.

So, with the interests of every party aligned, now in 2021 is the time to make the Arundel to Ford route happen.

Tony Hunt
Mayor of Arundel

Message from Andrew Griffith MP for Arundel & South Downs



I welcome this excellent report and commend the initiative of all of those in the local community who have contributed to its production. Towns such as Arundel in West Sussex have always - and will continue to - thrive on the back of healthy civic involvement of which this is an example.

The proposal for a cycle and walking path from Arundel to Ford has my full support and as the local Member of Parliament I will champion this at every level of Government.

This scheme would quite literally be a life saver making the journey to school for our young people safer as well as healthier for those able to use it. It will also be good for our environment allowing greater use of public transport by creating for the first time a purpose-built connection between Arundel and Ford railway station.

The UK Government is a global leader on the environment with a legal commitment to net zero emissions by 2050 backed up by targets to reduce CO2 faster than any other G7 nation. As part of this the Government recently announced a further £175 million to create safe space for cycling and walking, part of an overall £2 billion plan. In that context – in which local authorities such as West Sussex County Council currently have the resources to fund such schemes – this report is particularly timely.

Andrew Griffith
Member of Parliament for Arundel & South Downs

It is a busy, dangerous road. Let's get this done!



2 Executive summary

This report presents a compelling case to build a Cycling and Walking route from Arundel to Ford railway station and then beyond to link with a National Coastal Cycle Route (NCN2). It is in danger of not happening because of a lack of alignment between layers of government. ADC are focussed on leisure, WSCC on LCWIPS (there are none in Arun) and Central government on Active Travel to switch short car journeys to walking and cycling.

Ford station is fundamentally inaccessible unless you arrive and leave by car. There is limited parking, and the road is dangerous. Therefore, Ford station carries far fewer passengers as commuters are forced to drive further to Angmering or Barnham to use the West Coastway line.

Arundel's secondary school children have no local school. They use Ford to commute to school so, must rely on busy parents to get them to and from the station. Some parents decide to take them all the way to school instead. Adult commuters face similar challenges.

Planned developments along the Ford road will add 2,000 new houses, equivalent to doubling Arundel's population. Those new neighbours must be encouraged to walk and cycle into town.

The time is right. Our government is investing in cycle and walking paths at a greater rate than ever before. A new bypass and building thousands of new houses along Ford Road provide new, additional funding opportunities.

Arundel is a special place. It is a gateway to the South Downs National Park and attracts over 1 million visitors each year. Most arrive by car which we must begin to change to help our environment and our wellbeing.



Arundel to Ford station
Indicative diagram
The actual route will require consultation.
The route shown on this map is 2.8km long.

Linking Arundel to a much larger network of cycle and walking paths would improve the connectivity of the entire district and make it easier for visitors to leave their cars behind.

The Ford Road is fast and dangerous for pedestrians and cyclists. The lack of safety and speed of traffic prevents many from walking or cycling along the road. There is strong public support for this route to be built which will provide young people with more freedom, encourage more people to be more active and provide access for people working or shopping in Arundel and coastal towns. The investment will help to stimulate economic regeneration in the area.

What needs to happen now?

This route deserves to be seriously considered. WSCC is accountable but at the time of writing, have no plans to evaluate this important public requirement.

We need ADC to help achieve this, especially because there are no LCWIPs in the whole of Arun which WSCC now say is a requirement if funding is to be considered.

3 Introduction and Context



ADC prefer option F, south west of Ford station, as the location of the new secondary school.

Arundel is an historic market town with a population of circa 3,500 and sits on the A27 South coast arterial road between Worthing and Chichester. Its Castle, listed buildings, conservation area, independent shops, cafes, galleries, wonderful local walking opportunities and stunning position on the river Arun between the South Downs National Park and the South coast, make it a unique tourist destination. Arun District Council research indicates Arundel attracts over 1 million visitors each year, some 40% of the total visits to Arun District. (appendix 1)

Arundel is served by 2 rail stations. Arundel Station with 327,110 passenger journeys per annum is on the Arun Valley service from London to Bognor Regis (4 trains per hour), and Ford Station with 117,608 passenger journeys per annum is on the West Coastway line servicing the larger coastal conurbations between Brighton and Portsmouth including Chichester and Worthing (10 trains per hour) (appendix 2).

You can get the train from Arundel to Ford and change to connect with the coastal service, but trains are less frequent. It makes more sense to start your journey at Ford. This is especially true for half of Arundel's residents, who live south of the A27. For them it is far simpler to avoid the A27 and travel direct to Ford instead of Arundel station.

There are two primary schools in Arundel, and no secondary school. About 60 pupils each year leave the primary schools to enter the secondary system. Not including sixth form, this means up to 300 students from the Arundel area are commuting to school in towns like Barnham, Worthing, Littlehampton, and Chichester – all serviced by the West Coastway service through Ford station.

Ford station is on the Ford Road, an unclassified road running south from Arundel for 5.3 km to the A259 at Climping. It is the main link road connecting Arundel with Bognor Regis and Littlehampton. Ford Road is busy, used by 4,428 vehicles each day with above average HGV usage because of the Industrial estate at old Ford aerodrome. Yell.com lists 172 businesses, mainly situated around the old aerodrome, which is also home to HMP Ford open prison, housing over 500 adult males. Concerns about HGV volumes and the cycle path were raised at the Joint Downland Area Committee as far back as 2009 (appendix 3)

The road leaves Arundel from the north through a short residential area with a 30mph speed limit increasing to 60mph once clear of the houses. Ford Railway station is 2.8km away.

The ADC 2018 Local Plan includes plans to build circa 2,000 new homes along the Ford Road including strategic sites at Climping (300) and Ford aerodrome (1500) and a new secondary school (option F above). There is also a target for 1,250 'Non-Strategic Other' developments across the district, of which 128 are identified at the Arundel end of Ford road and included in the Arundel Neighbourhood Plan Review 2018-2031. (appendix 4).

4 This route is a residents' priority that will also connect the region



The recent ADC Active Travel Consultation invited residents from across the whole of Arun District to participate. What emerged is that no matter where you live in Arun, Arundel is the most popular destination other than for local journeys. Perhaps not surprisingly, safe passage for Active Travel along Ford Road was the most talked about issue for those who responded.

The Ford Road is considered so fast and dangerous that many pedestrians and cyclists avoid using it. Traffic flows in intermittent bursts caused by the frequent closure of the level crossing at Ford Station and narrowing of the road to one lane at the Arundel end caused by parked cars. Drivers held up at these spots often then drive too fast and overtake. There are no pavements and no lighting along the route. The grass verge is not maintained to allow walking so this is a very scary experience for pedestrians and cyclists.

In the last 5 years there have been 9 accidents involving 12 casualties along the Ford Road despite fewer people walking and cycling there as it is known to be dangerous. (appendix 5).

In the ATC sponsored 'Love Arundel' listening sessions held in October 2019 with 200 residents and 100 business people, the biggest ask was for a safe cycle and walking route to Ford station. There were also numerous requests for traffic calming along that road to make it safer. (appendix 6).

Safety on the Ford Road continues to be a regular topic for discussion and concern as demonstrated in the thread generated on Facebook recently when a child was spotted walking home from Ford Station along the side of the road in darkness after school. (appendix 7)

Ford station's lack of parking adds to the problem

Ford station has only 11 parking spaces making it a lottery for driver commuters hoping to park.

Like the school children, unable to cycle the dangerous road, they also must rely on being dropped off or drive further to Angmering or Barnham instead. As a result, Ford station is under used, resulting in even more unnecessary, longer car journeys.



“I love cycling to stay fit. Due to my heart condition, I must avoid hill climbing so I use the NCN2 and stick to the flat coastal plain. If Ford road were not so dangerous, I would use it more frequently and go to Arundel for a coffee and visit friends”

Bognor resident and keen cyclist Gary Mercer

The bigger opportunity

Arundel attracts over 1 million visitors (more than the entire population of West Sussex) each year to its historic town centre. 84% of these visits are by car highlighting the need to make public transport nodes like Ford station more accessible (appendix 8).

Arundel is a gateway to the South Downs National park with its extensive network of cycle and walking routes. The SDNP Partnership Management Plan states “connectivity from market towns and transport hubs can be an issue, and major highway corridors – in particular across the A27 to the coastal fringe, present significant barriers to access.” 77% of SDNP visitors come by car.

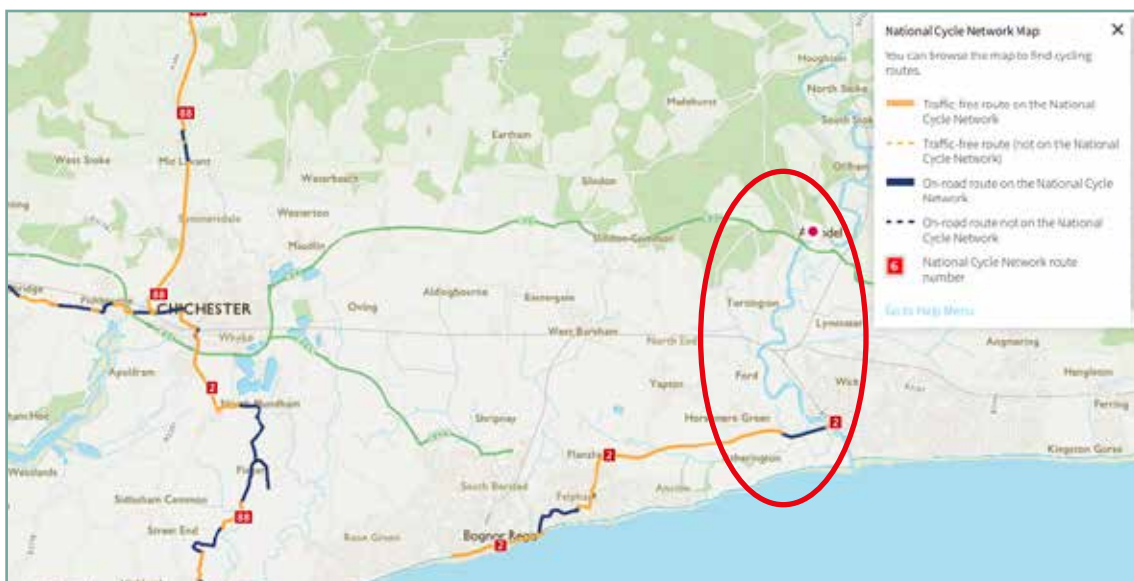
SDNP Authority wants to improve accessibility into the park and calls for more traffic free routes which are well connected to public transport. The Ford route is aligned with this and helps to open the park to the coastal plain (appendix 9).

Linking with the National Cycle Network 2 (NCN2)

Sustrans, working with government, have a vision for a cycle path, NCN2, from Dover to St Austell. There has been considerable and welcome investment in NCN2 already including the section between Littlehampton and Bognor Regis.

Extending the Ford Road route to meet the NCN2 would create a new North/South spur and provide further opportunities for safe active travel to Arundel for existing and new residents of the Ford and Climping developments. It would also encourage more cycling between Littlehampton, Arundel, and Bognor Regis.

This would significantly enhance the network and provide benefits to the whole district, especially those in the small villages that have sub-standard transport links.



The NCN2 route is work in progress but will eventually connect the whole South Coast. It makes sense to spur up to Arundel to connect all 3 towns in the District and provide an access into the SDNP.

5 Opportunity being lost because of gaps in local governance and process

The West Sussex Walking and Cycling Strategy 2016-2026 identified 353 potential schemes and used a ranking methodology called RATE to prioritise them. The Arundel to Ford Station route ranked 10th out of 54 Intercommunity Utility Cycle Schemes. At the same time, a cycle route along the river from Littlehampton to Arundel was ranked lower at 38/54 (appendix 10).

We believe the Arundel to Ford station route would have ranked higher if the algorithm included important local factors:

- i. Arundel's 1m visitors a year were not considered.
- ii. New development was not part of the ranking methodology - 2,000 new houses are planned along the Ford Road (equivalent to doubling the size of Arundel).
- iii. There is no local secondary school which marks the score down despite Arundel's secondary children needing to use this route if they commute along the West Coastway.
- iv. The ADC Local plan includes building a secondary school which will require Arundel's children to commute past Ford Station and further South down the Ford Road to Yapton.

Since participating in the WSCC Walking and Cycling Strategy process the rules have changed.

In 2017 the Department for Transport launched its first Cycling and Walking Investment Strategy in which they introduced the concept of Local Cycling and Walking Infrastructure Plans known as LCWIPs. This was a significant development. The government wanted more joined up schemes that develop local networks and suggested future funding would best be achieved through LCWIPs.

In response to this, WSCC reached out to the District and Borough Councils in West Sussex and invited them to participate in the creation of LCWIPs for their area. ADC declined to participate.

We understand the 353 routes identified in the 2016-2026 WSCC Strategy will no longer be considered for DfT investment unless they form part of an LCWIP.

Arundel District Council is more focused on leisure

ADC is generally focused on leisure, having no statutory responsibility for transport. However, it has responsibilities as a planning authority for ensuring development improves sustainable travel for utility.

ADC's leisure strategy research identified a potential cycle route along the river Arun from Littlehampton to Arundel as published in both their Leisure and Cultural Strategy (2013) and 2018 Local Plan (policy T SP2 appendix 11).



Strava Mapping:

Dotted river route is 4.06km

Solid route 5 along Ford Road is 2.8km

River route is 1.26km longer

We are excited by the prospect of a leisure route along the river from Littlehampton to Arundel, in fact we think it could be more ambitious and extend beyond the ADC borders to Stopham. However, this is a leisure route only and not appropriate for active travel commuting. The riverbank is remote, long and meandering. It is contrary to government design standards for active travel because it adds 44% distance to the route.

Parents are unlikely to allow their children to use a riverbank path as part of their daily journey to and from school. It is not suitable for people walking to the station for work purposes either, especially during winter. Arundel residents are specifically asking for a commutable walking and cycling route that is not on the river.

**Central Government want to invest in Active Travel.
It is not just about leisure.**

In June 2019, the UK became the first major economy to pass laws to end its contribution to global warming, committing to bring UK greenhouse gas emissions to net zero by 2050.

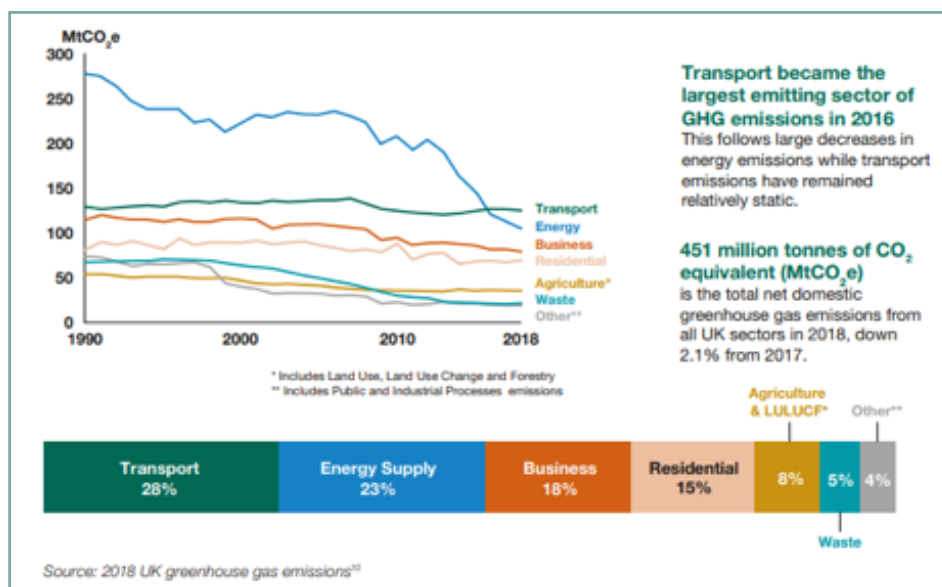
During the Covid-19 pandemic, the government has pledged to build back greener and has launched a series of initiatives aimed at reducing emissions.

In the policy paper "Gear Change" launched in summer 2020, Boris Johnson promises government funding to pay for "first hundreds and then thousands of miles of protected bike lanes to make it easier to walk and cycle." (appendix 12).

The Department for Transport "Decarbonising Transport Plan" shows 28% of all greenhouse gases are now emitted by the transport sector with cars producing more than half of this.

As 25% of all car journeys are, like Arundel to Ford, less than 2 miles, the government wants to encourage us to walk or cycle these distances instead. (appendix 13)

We will not achieve our national ambition to reduce car emissions unless we start to provide better alternatives to car drivers and make active travel safer and more convenient.



6 Economic case and funding

It is difficult to quantify the Social Benefits of this type of investment.

Building this route would provide an opportunity to assist the regeneration of the area, increase the prosperity of the towns within the Arun District and boost the tourist economy. It will create new commercial opportunities such as bike hire, hospitality, cycling shops and repair centres as well as additional support for struggling High Streets because people walking and cycling spend more at local businesses than those driving. (Gear Change 2020)

In their submission for funds to “Coast to Capital” for the NCN2-Section5 (appendix 14 P3), WSCC identified several benefits which would also pertain to this route:

1. Temporary employment and GVA during construction.
2. Increased business turnover in local industries, tourism and cycling related due to greater footfall from cycling.
3. Contribute to growth in GVA of the Arun District.
4. Less strain on the NHS due to improved health and wellbeing.

The West Sussex Walking and Cycling Strategy was also confident about financial returns citing government reports of benefit to cost ratios typically around 6:1 when considering health, fitness, congestion, and journey ambience improvements.

Highways England in their report on road safety performance (Feb 2019) estimate the value of prevention of a fatality to be £1.9 million while the value of prevention of a serious casualty is approximately £213 thousand. So if this scheme saved just 1 life, it would pay for itself.

[Road-Safety-Performance-Overview.pdf \(publishing.service.gov.uk\)](#)

In addition to all that, with increased cycle parking and security, it would be possible to step change passenger volumes from Ford station which currently are almost certainly well below potential. The two nearest stations, Barnham and Angmering, each account for more than 6 times the number of passenger journeys than Ford.

The Ford Road Cycle and Walking route will drive new and more active behaviours and deliver social benefits:

- Commuting residents, including Arundel's secondary school children, who are currently dropped off at Ford each day to avoid a dangerous journey, will cycle and walk more.
- Workers, many of whom are employed in Arundel's shops, restaurants, bars and attractions live in Littlehampton and other nearby towns and villages and would use public transport or cycle to work if they could safely and conveniently travel from Ford Station to Arundel and Littlehampton to Arundel.
- Visitors from coastal towns between Brighton and Portsmouth can leave their car at home and walk or cycle to Arundel. Local bike companies have already expressed interest in a rental centre at Ford.
- The new route would make Arundel and the South Downs National Park accessible by rail for more leisure walkers and cyclists arriving by rail at Ford station from the East or West.
- Extending the path south of Ford Station connects the B259 and NCN2 Cycle route and makes Arundel and the South Downs National Park accessible from Littlehampton and Bognor.
- Ford Road is the only flat road out of Arundel. For many who want to get active, this is the best route to start out on a road bike as all other routes are hilly. Today many are put off because the road is considered too dangerous as there is no lighting of pavement.

Cost and potential sources of the funding

It is not possible to accurately calculate a cost until the experts confirm route options.

However, we think it is reasonable to assume a cost for this 3.0km route from Arundel to Ford Station at between £1.2 - 1.7m. This has been arrived at from 3 sources albeit without the benefit of a full survey and without considering cost to acquire land.

1. **The published Cambridge Huntingdon scheme** was more complex than the Ford route.
Actual cost £600k per km x 3.0km = £1.80m
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/742451/typical-costings-for-ambitious-cycling-schemes.pdf
2. **The actual costs of the Littlehampton to Bognor NCN2 Section 5**
Actual cost £409k per km x 3.0km = £1.23m
<https://www.bognor.co.uk/news/new-a259-cycle-path-officially-opened-852623>
3. **Osborne Civil engineers** (assuming no services need moving)
Indicative cost £400k per km x 3.0km = £1.2m

For many years ATC and Arundel residents have been under the impression that the A27 Bypass and housing developments at the Arundel end would fund the building of the path to Ford Station and the ADC strategic housing developments at Climping and Ford would fund the extension of the path further South from Ford Station to the A259/NCN2 at Climping.

In August 2018 Highways England met with Arundel Town Council. The minutes appear to confirm that the cycle path to Ford would be delivered by them as part of the A27 improvements. However, having recently announced their preferred route for the bypass, Peter Phillips, Regional Manager at HE, responded to an enquiry sent as part of developing this report. In an email dated 7th Sept 2020 he states the scheme is too expensive to justify funding through their designated fund safety and cycling category. So, it now appears we cannot assume HE will fund the path. We now know that HE estimated the cost to be £3.84m! They have indicated they will look at it again if the costs can be reduced or shared. (appendix 15).

There is significant S106 and CIL funding to be generated by the developments along the Ford Road. The amounts are not yet calculated or prioritised and there will be keen competition for the money. It is essential that the Arundel to Ford Cycle and Walking route is considered especially as the developments will only increase demand to walk and cycle to and from Arundel.

Who is accountable for funding?

There are multiple tiers of government, statutory bodies and other organisations whose objectives would be met by delivery of this path including Government, Highways England, West Sussex County Council, Arun District Council, Sustrans, South Downs National Park Authority, Network Rail, Coast to Capital and private developers including the Norfolk Estate.

Most of these organisations could be involved in funding. However, the sheer number of organisations has led to accountabilities becoming unclear. No agency has taken the lead for this initiative; indeed some are pushing for their own favourite schemes so, there is a very real and significant risk that the various developments go ahead in a fragmented way, and funding does not emerge for this strategically important route. We believe a shared funding approach with all parties paying a contribution is the pragmatic way forward but WSCC must step up and lead.

7 Conclusion and recommendation

People are frightened to walk or cycle along the Ford Road. A safe route is needed and solutions to calm traffic to address its accident record. The station needs more parking capacity for cars and bicycles.

This route is not just about connecting Arundel with Ford, it is also about the potential to connect into the National Cycle Network and join up the three main towns in Arun which will help drive economic growth across the whole region.

WSCC are only interested in LCWIPs which ADC have not engaged with. Our District Council has historically favoured a leisure route along the river.

The proposed route is completely aligned with government strategies to switch car journeys to active travel and rail and to improve wellbeing and safety.

Stakeholders seem unaware how important this route is and are each looking at it only through their own lens and scope. Somehow, we need to re-set the debate. There is no better time than now. The A27 bypass and development of housing along the Ford Road provide a one-off opportunity for potential funding. Our government has never been as supportive of active travel and investment in cycle and foot paths.

We need WSCC to take a serious look at this important route and recognise that it will provide wider health, environmental and economic benefits far beyond Arundel.

ARUNDEL TO FORD STATION CYCLE AND WALKING ROUTE

Appendices

APPENDICES

Appendix 1 – Arundel annual visitor numbers

- Source: The Economic Impact of Tourism on Arun District 2018, prepared for Arun District Council by Tourism South East (the report on 2019 has been delayed due to Covid-19)

<https://www.sussexbythesea.com/download.cfm?doc=docm93jjm4n2628.pdf&ver=4254>

- The 2018 results across Arun district showed 4.04 million trips were undertaken of which 3.43 million were day trips and 0.61 million were overnight visits.
- Margaret Murphy, ADC Tourism Manager reports that the accepted view at ADC and by the report author is that Arundel accounts for over 40% of total visits to Arun District – circa 1.6m

From: Margaret Murphy <Margaret.Murphy@arun.gov.uk>

Sent: 30 September 2020 17:36

Subject: RE: ECONOMIC IMPACT STATS

Hi again!

I completely forgot to send the link to the Tourism Stats Janet, apologies.

Here are the latest stats that we have, for 2018 – they are usually collated by Tourism South East for the previous year and we should be getting the 2019 stats sometime soon, but like many things this year is proving different to others. As for 2020 and beyond – I don't look forward to those figures at all!

All the figures quoted in this document are for the whole of the Arun District. As mentioned yesterday, we are told by TSE that the stats can be roughly broken down into a ball park figures of Arundel taking 42% of the overall share, and Bognor Regis and Littlehampton both take 29% equally.

The key results are on page 11, so I would use those figures, unless (unlike me) you enjoy reading such reports in full <https://www.sussexbythesea.com/download.cfm?doc=docm93jjm4n2628.pdf&ver=4254>

Any updates we receive will be published on the [sussexbythesea.com/tourism-business-centre](https://www.sussexbythesea.com/tourism-business-centre)

I hope that is of help.

Margaret

Appendix 2 – Arundel and Ford stations: passenger numbers

- Source: Office of Rail and Road website <https://www.orr.gov.uk>
- Extract from Table 1410
<https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage>

Table 1410 - Passenger entries and exits and interchanges by station

Number of rail passenger journey entries and exits and interchanges by train station

Great Britain			
Annual data: 2019-20 and 2018-19			
Station Name	2018-19 Entries & Exits_TOTAL	2019-20 Interchanges	Change and quality comments 2019-20
Arundel	327,110		
Ford	118,168	102,607	

Appendix 3 – Ford Road traffic numbers

Source ABC railway guide

<http://abcrailwayguide.uk/ford-public-level-crossing-west-sussex#.X8kniC-l1QI>

- **Name:** Ford crossing data
 - **Crossing Type:** Public Highway Manually Controlled Barriers (locally monitored by CCTV)
 - **Location:** Ford CP
 - **Postcode:** BN180BS
 - **Route:** Sussex
 - **ELR:** TBH2
 - **Distance:** 19 miles 50 chains
 - **Individual risk rating:** G (Moderate)
 - **Collective risk rating:** 3 (Very High)
 - **Last assessment:** February 2020
 - **Next assessment due:** May 2020
 - **Types of trains:** Passenger & Freight
 - **Line speed:** 75
 - **Trains per day:** 310
 - **Usage:**
 - 4428 Vehicles
 - 405 Pedestrians or Cyclists
- Key risk factors:**
- Crossing is Near a Station
 - Large Numbers of HGVs
 - Large Numbers of Users
 - Frequent Trains

Minutes from the Joint Downland Area Committee

Joint Downland Area Committee (Incorporating Downland County Local Committee)

22 October 2012 – At a meeting of the Committee held at 7.00 p.m. at The White Swan, Arundel.

Area Action Plan 63. The Chairman referred Members to the Area Action Plan previously circulated. The Committee discussed a number of issues, which included those set out below:

- (07) HGV Movement. Nick Burrell informed the Committee that a survey was not planned until Autumn 2013. Councillor Mr Dendle referred to a recent email communication with West Sussex County Council regarding an HGV ban on Ford Road, Arundel. Councillor Mr Dendle asked for JDACs support for such a ban. Members reminded Councillor Mr Dendle that this had been discussed previously and resolutions had been taken not to support this as this would affect many other roads in Walberton, Yapton, Lyminster and Angmering. Mr Peters said he could not support until after the Lyminster Bypass had been completed. It was also stated that a full study of the A259 was being undertaken and members should wait the outcomes of that. Councillor Mr Dendle proposed an amendment to his original proposal to widen the HGV ban to include the A284 and Walberton and Yapton Roads. Members voted against the original and amended proposals. Mrs Coleman stated she would speak to the new Head of Highways and Transport at the County Council, with a view to him attending a future meeting.

75. Councillor Mr Dendle asked if maps were available for the Cycle Plan. He asked for assurance that it would have synergy with the Arun Leisure Strategy. Mr Whittington stated that no full plan was available as yet as no definite route had been agreed. As soon as maps are available Mr Whittington undertook to arrange for JDAC members to have sight of them. Mr Whittington also asked for the footpath number on the report to be checked as he thought it was incorrect. Nick Burrell agreed to do this.

Joint Downland Area Committee 5th October 2009 –

At a meeting of the Committee held at 7.00 p.m. at Westergate Community College.

71. Mr. Peters introduced the item regarding HGV problems on Ford Road, Arundel. He referred to the report that had been tabled and thanked Darrell Gale from Ford Road Action Group for the report. Mr Peters stated that JDAC had first

discussed a feasibility study regarding weight restriction some six years ago but it does not appear to have been addressed. Mr Peters requested that the Committee support a Traffic Regulation Order to restrict HGV's on Ford Road to 7.5 tonnes.

72. Following much discussion and concern that restricting weight on Ford Road would simply move the problem onto other roads, Members requested that a full review of HGV movement in the Downland Area was undertaken by West Sussex Highways. Members requested that this was done as a matter of urgency.

Appendix 4 – ADC Arun Local Plan 2018 - New Housing affecting Ford Road

<https://www.arun.gov.uk/download.cfm?doc=docm93jjjm4n12864.pdf&ver=13004>

- ADC has a target of 20,000 new homes by 2031. Two of their strategic sites totalling 1,800 are on or close to the Ford Road at Ford and Climping

Policy H SP1

The Housing Requirement

Within the plan period 2011 – 2031 at least 20,000 new homes will be accommodated in the District.

Delivery will be phased over the Plan period as follows:

<i>Requirements for net additional homes</i>	2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	2026/27-2030/31	2011/12-2030/31
Dwellings per annum	610	1,120	1,310	960	
Total	3,050	5,600	6,550	4,800	20,000

Table 12.2

The following strategic housing sites are allocated as shown on the Policies Maps:

Reference	Location	Number of units
Inland Arun		
SD5	Barnham/Eastergate/Westergate	2,300
SD6	Fontwell	400
SD7	Yapton	500
SD8	Ford	1,500
SD9	Angmering North	800
SD10	Climping	300
SD11	Angmering South and East	250

- ADC also aim to achieve 1,250 at 'Non strategic sites' and 421 through Neighbourhood Plans

Supply of net additional homes	Total
Completions	3,669
Commitments (large sites)	3,050
Commitments (small sites)	251
Neighbourhood Plan Allocations	421
Deliverable HELAA sites	530
Non-Strategic Sites*	at least 1,250
Windfall	847
Strategic Site Allocations	10,750
Total	20,768

Table 12.1 Housing Supply

*To be identified through Neighbourhood Plans or a Non-Strategic Site Allocations DPD

- The “Non strategic sites” include 2 developments at the Arundel end of the Ford Road which were both included in the Arundel Neighbourhood Plan Review 2018-2031
<https://www.arundeltowncouncil.gov.uk/wp-content/uploads/2020/01/Arundel-NP-Review-post-examination-Plan.pdf>
- 38 dwellings at the Electricity Sub Station at the A27 roundabout end of the Ford Road (Application approved conditionally AB/88/19/PL)
- 90 dwellings on Norfolk Estate property at the end of the built-up area (Planning application expected in the next 12 months)

Appendix 5 – Ford Road reported accident statistics

- The Ford Road is so dangerous, less people walk along it and only the most hardened cyclists use it. In the last 6 years there have been 9 reported accidents involving 12 casualties
- Source: WSCC accident locations map
<https://www.westsussex.gov.uk/roads-and-travel/road-safety/accident-locations-map/>

Date	Number of Casualties	Time	Severity
23/03/2020	1	11:20	Slight
21/02/2020	1	14:43	Serious
04/07/2018	2	22:17	Slight
13/01/2018	3	20:27	Slight
21/03/2017	1	17:00	Slight
15/08/2016	1	15:15	Slight
30/07/2016	1	12:40	Slight
15/01/2016	1	13:26	Serious
26/12/2015	1	11:37	Serious

Appendix 6 – Arundel resident priorities

- Source Love Arundel listening sessions Autumn 2019.
- 200 residents and 100 businesses attended 'Love Arundel' listening sessions in October and November 2019. <https://www.visitarundel.co.uk/love-arundel/arundel-project/>

The resident sessions were held in an 'unprompted qualitative' format – using blank post it notes

- 41 requested a safe foot/cycle path between Arundel and Ford station
- 33 requested improved cycle routes into Arundel town centre
- 20 requested a shuttle bus to the stations
- 8 requested better linkages between different types of public transport around Arundel
- 30 called for traffic calming and enforcing speed limits and HGV bans – including along the Ford Road
- 4 requested shorter waits at Ford crossing

The business sessions were held as round table discussions. A key issue identified was that many of Arundel businesses recruit their employees from across the Arun District - in Littlehampton, Bognor, Yapton, Barnham etc. Commuting to Arundel is challenge from these areas as it takes too long to change at Ford for Arundel station and walk in from Arundel station plus parking is expensive. Many Arundel businesses find it difficult to Recruit.

Appendix 7 – Example local facebook post and thread about Ford Road

<https://www.facebook.com/groups/arundelnoticeboard/permalink/1263182227404642>

Group by Admin - Arundel Notice Board

Arundel Notice Board

Public group · 2.8K members



+ Invite



Arundel Notice Board

+ Invite



Sarah Bowden

3 February · 🌐

Having picked up my husband from Ford station when he got off the 6.45pm Portsmouth train - We were both very shocked to see a young girl of around 12 years of age in school uniform (my hubs saw her on the train) walking down the Ford road towards Arundel in the pitch black - in this day and age this should not be happening and surely her parents should have at least picked her up - We just hope she got home safely ❤️



5

51 comments 4 shares



Like



Comment



Share



Paul Bowden

Walking IN the road! 🙄 2

Like · Reply · Share · 42 w



Christine Faggetter

We need a cycle/footpath 🙄 2

Like · Reply · Share · 42 w



Sarah Bowden

Christine Faggetter I totally agree xx It was just the fact also that it was such a young girl on her own in the pitch black 🙄 I would have offered to take her home but you just can't do that in this day and age 🙄 I wouldn't walk down that road on my own in the dark 🙄



Arden House B&B

Christine Faggetter I think I'd have offered her a lift.... 🙄

Like · Reply · Share · 42 w



Paul Bowden

Plus she was walking in the road, what's the matter with the parents?!

Like · Reply · Share · 42 w



Write a reply...



Nigel Cull 🗨️

I see this far too often, especially on winter evenings. What makes it so much more dangerous is that often the kids are walking with their backs to the cars, very often have headphones on, and that the car drivers just don't look or expect to find pedestrians in the road. In my opinion it's a tragedy waiting to happen, and a footpath is desperately needed. There's plenty of room for one, unfortunately there seems to be a lack of money and inclination to build it. I hope it doesn't take someone's child to be hurt to kick start anything.

Like · Reply · Share · 42 w



Carol Jones 🗨️

We've been fighting for this for years, I use to work at the shaky doo for years and walked there and back. And see many children doing this daily for there commute to school. Unfortunately in this day and age it's also hard to offer lifts as they don't know you etc. There is space but no funds unfortunately. Developers or Roads usually fund such paths.

Like · Reply · Share · 42 w



Sarah Woods

It was interesting to hear that this is one of the concerns raised by The Arundel Project. I totally agree. My son has walked from there to Arundel having got off the last train. It's dangerous and a worry.

Like · Reply · Share · 42 w

About

Notice board for the town of Arundel, in the English country of West Sussex, and the surrounding little villages nearby (within approx. 10 minut... [See more](#)

Public

Anyone can see who's in the group and what they post

Visible

Anyone can find this group.

Arundel, West Sussex

General group



Carol Jones 🗨️

Sarah Woods it is I watch the children few cycle too and it is scary. I went to offer a lift the other day but unless you know the child or parents you can't just stop and ask

Like · Reply · Share · 42 w



Write a reply...



Clare Dory Rogers

Do we still have the community bus? 🙄 1

Like · Reply · Share · 42 w



Carol Jones 🗨️

Clare Dory Rogers trying to get back and this was passed as an ideal use as many do this journey each day so environmentally too it's a win win as so many commute that way, the majority school children

Like · Reply · Share · 42 w · Edited



Clare Dory Rogers

Carol Jones it would alleviate the madness down at ford station mornings 🙄

Like · Reply · Share · 42 w



Write a reply...



Jude Parker

That's bloody terrible!!! What are her parents doing that's more important than getting her home safe???

Like · Reply · Share · 42 w



Sarah Bowden

Jude Parker Not stopped thinking about the poor girl - hopefully she didn't have too far to walk home 🙄

Like · Reply · Share · 42 w · Edited

Sonia Bonnaray
We desperately need a footpath here, the way we are at the moment we're either risking an accident or effectively cutting down our travel options but the station is unusable for so many.

Like Reply Share · 42 w

Arden House B&B
Oh my goodness am I the only one thinking 'she offered her a lift?' 😞. And why is everyone making assumptions about the parents? Be nice.

Like Reply Share · 42 w

Samantha Cane
Arden House B&B parents could be with their children themselves and or not drive?? Maybe it's not their half way..? You never know what the reason might be...

Like Reply Share · 42 w

Sarah Bowden
Arden House B&B I did mention about offering her a lift but she rightly so would have we are strangers to her - she must have and I under no circumstances would have a little girl walk down a dangerous road with no path in the ... [See more](#)

Like Reply Share · 42 w

Paul Bowden
I'm sorry but you cannot offer a lift in this area without being arrested, there is NO excuse for this poor girl to be walking alone on a dangerous road in pitch black, we could have helped her over! Be nice?

Like Reply Share · 42 w

Billy Hawkins
Arden House B&B me too. I have offered all sorts of people in the past. Most people say thanks but it's generally fine. I picked up a hiker in a wheel chair last year which was a bit of a challenge. She's just been for a swim. Hitched the ... [See more](#)

Like Reply Share · 42 w

Billy Hawkins
Arden House B&B I guess safety first at all parties.

Like Reply Share · 42 w

Arden House B&B
Billy Hawkins hallelujah!!!! I'd rather be offering a lift to a youngster than arrest a parent running her over! 😞. Sometimes think it is going crazy-cautious.

Last year I gave a lift to an inmate of Ford Road who was running late to get back before his curfew. Would have been funny if I'd been arrested that! 🤔🤔🤔

Like Reply Share · 42 w · Edited

[Write a reply...](#)

Alan Kirwin
This is shocking to hear. Have been saying for years we should have a shuttle bus between Ford Road station and Arundel. It's such an obvious need and benefit to the people of the town, especially the elderly people.

Like Reply Share · 42 w

Bill Evans
I don't think jumping to conclusions about the accident helps, there could be numerous reasons why it happened. I agree a footpath would be an improvement, but with the standard of driving I see down that road on a daily basis, I certainly wouldn't feel that much safer on a footpath overtaking lunatics smashing the speed limit.

Like Reply Share · 42 w

Andrew Coleman
At least give them a Hi viz vest

Like Reply Share · 42 w

Martin John Alderton
The plan to close Ford Road to traffic when the bypass goes through was a plan that had positives as well as negatives

Like Reply Share · 42 w

Kay Wagland
Sadly the bypass has never meant closing Ford Road to traffic and would actually mean an increase in traffic on Ford Road. We've had a separated cycle/walkway on Ford Road for years, but cars are higher priority.

Like Reply Share · 42 w

[Write a reply...](#)

Peter Rhodes
Maybe they do not have a car like you or are very young. Kids are more savvy and resilient if not over-protected than you imagine.

Like Reply Share · 42 w

Sarah Bowden
Peter Rhodes We saw her again last night. She is a very young girl - around 12 and placed for her to be in the dark and cold. I never know who's about 😞

Like Reply Share · 42 w

Paul Bowden
Peter Rhodes she wouldn't have been running if we'd gone into her. It was pitch black, she was walking in the road, alone. Jeez

Like Reply Share · 42 w · Edited

Peter Rhodes
Sarah Bowden I use to get home from school my own from 6. onwards in East London the murder rate was the same then for children murdered by people who are not known to them. And it was a lot more dangerous as that generation was road traffic accidents.

Like Reply Share · 42 w · Edited

Nick Field
Peter Rhodes - sounds like you were one of the lucky ones then. I'm sure that 99% of times there's no problem but that's no solace for the 1% that don't

Like Reply Share · 42 w

Jude Parker
Peter Rhodes I was waiting for that old chestnut!!! There are far more cars on the road than back in your day and faster drivers. What if some old wrongen got hold of the car? Someone must be able to give her a lift. More important things than money! You must be able to afford to get her a lift or something!!

Like Reply Share · 42 w

Peter Rhodes
Cars have undergone a significant amount of redesign, so impact with a pedestrian is less likely to be fatal.

Like Reply Share · 42 w

Jude Parker
Peter Rhodes irrelevant when the cars are heavier and faster so that's utter tripe! 1. Excuse for a child to be walking along a dangerous road in the dark, if you don't protect them then you're clearly beyond reason. Just because our parents didn't give a toss doesn't mean it shouldn't evolve and care about our children more. The so-called good old days were with neglect!! Shame on this child's parents for not using their noggin to protect their young. There is simply no excuse!!!!

Like Reply Share · 42 w · Edited

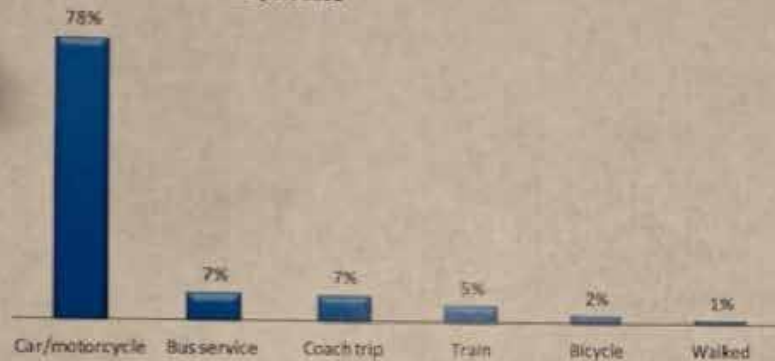
Appendix 9 – Circa 84 % of all Tourism visits to Arundel are by car

Source 1: Research for ADC 2016 Coastal West Sussex Tourism Research project completed by TSE research showed that 84% of visitors to Arundel arrive by car

3.5 Main mode of transport used

3.5.1 The car is the most common mode of transport used to reach Coastal West Sussex (78% of visitors travel by car).

Figure 10: Main mode of transport used



3.5.2 Public transport is more likely to be used to travel to Chichester, Worthing and Bognor Regis. A small but significant proportion of visitors travel to Worthing by coach as part of a pre-booked coach trip (13%).

Table 20: Main mode of transport used by town

	Chichester	Seisey	Worthing	Arundel	Bognor	L'hampton
	486	199	396	405	196	212
Car/motorcycle	67%	96%	61%	84%	76%	83%
Bus service	14%	1%	15%	4%	8%	2%
Train	10%	2%	6%	6%	12%	7%
Bicycle	5%	1%	2%	0%	0%	3%
Coach trip	2%	1%	13%	4%	3%	4%
Walked	1%	0%	1%	1%	1%	1%
Other	1%	0%	1%	0%	0%	0%
Taxi	0%	0%	0%	0%	1%	0%

Source 2: The SDNPA Partnership Management Plan references 77% of visitors arriving at the park by car in outcome 5 – Outstanding experiences

<https://www.southdowns.gov.uk/partnership-management-plan/outcome-5-outstanding-experiences/>

5.3 ENCOURAGE SUSTAINABLE TRANSPORT

To encourage sustainable access into and around the National Park, encouraging the retention and expansion of rural transport services.

The South Downs is under huge pressure from car use. The 2018 Visitor Survey estimates that 77% of visits were made by car, creating carbon emissions, air pollution, noise and congestion.

Improving public transport into and around the boundary is therefore vital.

Parts of the National Park are well served by rail, with stations acting as visitor gateways linking directly to destinations such as the South Downs Way National Trail, or connecting with bus routes for onward travel.

However, evidence shows that visitors still need more information about how to get around and that there is a lack of confidence in the 'final mile' – meaning visitors arriving by more sustainable modes are uncertain of how to reach their end destination.

This is being tackled through a variety of projects including the development of Travel Hubs at gateway stations; digital mapping, on the ground signposting and more joined up ticketing services.

The retention and expansion of rural transport services is a key issue for the National Park. A transport network that works for both residents and visitors is a critical factor in supporting communities and enabling outstanding visitor experiences, yet rural bus services have reduced in the last five years through cuts in the budgets of Passenger Transport Authorities.

This is having an impact on young people's ability to access education and employment, and is increasing isolation among elderly or disabled rural residents without access to a car.

Nationally, trends in transport suggest mobility services will look very different in the future, with continuing decline in scheduled routes but the rise of more app-based, on demand, sharing services.

Without strong advocacy it is unlikely that rural areas will become early adopters of these new technologies, but partners in the South Downs are very keen to find new ways of keeping rural communities connected and would therefore welcome innovative pilot projects within this period of the Plan.

Appendix 9 SDNPA Cycling and Walking Strategy

<https://www.southdowns.gov.uk/partnership-management-plan/outcome-5-outstanding-experiences/>

5.2 IMPROVE ACCESSIBILITY

To improve accessibility through a network of high quality routes connecting communities with the landscape, heritage, attractions and transport hubs and gateways.

With over 3300km of public paths, this National Park has one of the most extensive Rights of Way networks in the country. The 2018 visitor survey showed 73% of visitors came to enjoy a walk, yet many people who live close by are not experiencing it. There is a shortage of 'family friendly' paths suitable for inexperienced cyclists and vulnerable users.

Connectivity from market towns and transport hubs can be an issue, and major highway corridors – in particular across the A27 to the coastal fringe, and across the M3 to Winchester – present significant barriers to access.

The Authority Strategy for Cycling and Walking sets out an ambitious agenda to improve accessibility for all by creating a network of traffic free routes that are easily reached by communities within and near to the National Park, and which are well connected to public transport.

It is now firmly understood that being out in nature is good for us. Enabling more people to access the National Park for walking, cycling, horse riding and other activities creates multiple benefits.

It improves health and wellbeing, encourages greater visitor spend in the local economy, eases traffic hotspots, and improves air quality by taking cars off the road.

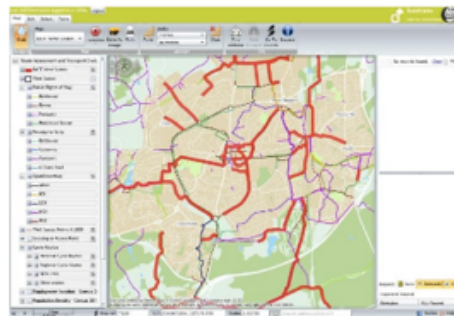
Appendix 10 – West Sussex Walking and Cycling Strategy 2016-26

https://www.westsussex.gov.uk/media/9584/walking_cycling_strategy.pdf

The 2016-26 WSCC walking and Cycling strategy used a ranking methodology called RATE to develop their priority list of routes

5.1 Priority List Development

During pre-consultation work associated with this strategy key stakeholders were asked to map their scheme ideas as a route or part of route onto a web enabled Geographical Information System (GIS) provided by Sustrans. This system employed a ranking methodology called RATE that prioritised proposed routes based on a set of criteria. Each scheme was assessed against 10 criteria as set out in the table below.



Each criterion was assigned a weighting, which was agreed during the pre-consultation work. The score for each criterion was calculated using a mix of information entered by stakeholders and geographical information contained within the RATE system (e.g. housing numbers, school locations, employment centres). Criteria were weighted as follows:

Criteria	Weighting	Manual Fields	Automatic Fields
Employment	15%	7.5%	7.5%
Housing	15%	7.5%	7.5%
Education	15%	7.5%	7.5%
Rail	15%	7.5%	7.5%
Leisure	7.5%	7.5%	0%
Local Services	7.5%	7.5%	0%
Bus/Tram	7.5%	7.5%	0%
Safety	7.5%	0%	7.5%
Deprivation	5%	0%	5%
Deliverability	5%	5%	0%
TOTAL	100%		

In adopting this approach the list comprised 353 potential routes and parts of routes. It is our intention to develop this approach and to maintain an up-to-date GIS mapping system for cycling and walking schemes that is available on our website. The full list of schemes is currently available in the appendix and will be reviewed annually, with major revisions every five years.

The Arundel to Ford Station route ranked 10th of 54 Inter-community utility cycle schemes and the Littlehampton to Arundel river side path ranked 38th on the same list.

Inter-community utility cycle schemes

Scheme ID	Name	Description entered by stakeholders
270	NCN228	Extension of the NCN network from NCN20/21 in Crawley to Horsham
143	CHEMROUTE	Chichester to Emsworth
6	National Cycle Network Route 2 Inland Option	Missing link in National Cycle Network, Littlehampton to Goring
286	Hurst 1	Safe cycle route to Downlands School
192	Barnham to Chichester via Oving	Quiet roads and tracks linking Chichester with Eastergate and the Westergate Link
190	Horsham to Southwater	Direct route along Worthing Rd. Connecting two large communities just 3 miles apart for work and leisure and providing strategic link between NCN223 and the Horsham-Crawley cycle route linking with NCN20
370	A27 (south) missing link Norton Lane to Fontwell/Walberton Link	Missing link along south side of A27
173	A264 Warnham railway line underpass and A24 Warnham crossing	Uses existing underpass to provide a safe traffic-free crossing of the dangerous, busy A264.
188	Haywards Heath Circular Route inc. station and secondary schools	Haywards Heath is desperately lacking in dedicated cycle paths to allow safe travel for commuters to the station and more importantly for secondary school children to be able to ride from Haywards Heath to Warden Park Secondary School.
322	Arundel to Ford Station	Off road shared path, separated from motor traffic along unclassified road with no pedestrian route. Possible PIR lighting
235	Off Road shared use path linking Ditchling to Hassocks	Aspirations to upgrade path surface to allow cyclists and walkers and off road route to link into circular route.
347	Turners Hill Road Cycle Path	Marked Off Cycle Lane Travelling East on Turners Hill Road
146	Upper Beeding to Steyning Schools	Upper Beeding to Steyning Schools
136	Mannings Heath/Monks Gate to Horsham (A281)	Safe cycle route from Mannings Heath/Monks Gate to Horsham town centre (included in the Nuthurst Neighbourhood Plan)
267	Horsham to Crawley Link	Provides a level and direct link between the two urban centres of Horsham and Crawley (via A264)
375	Cycle Route on A23 Bridge at Pease Pottage	Addition of 'wing' to existing road bridge to provide a safe cycling and walking route
Continued overleaf ...		
348	Manor Royal to Lowfield Heath Cycle Route	An off road walking and cycling route adjacent to London Road
196	NCN2 coastal alternative diversion	Seaview route
126	NCN2 feeder link to Yapton	Currently there is no safe cycle route from Yapton to NCN 2 and onwards to Littlehampton or Felpham /Bognor this proposed route will create a cycle path alongside the existing from the outskirts of the village
341	A264 crossing Horsham	Crossing along this stretch for cycles and walking (Riverside Walk)
44	Shoreham to Lancing	No description entered
85	A27 Arundel Bypass	The new Arundel Bypass motorway
42	A280 Long Furlong	An extremely dangerous road but a potentially highly useful cycle route.
82	Yapton to Climping	Littlehampton to Barnham
45	Lancing to Shoreham	Shoreham Airport to Grinstead Lane
288	NCN2 North Mundham to Chichester	Alternative route offering a route to the East side of Chichester
39	Angmering to Arundel	No description entered
345	NCN21 Spur to Felbridge	Upgrade surface and signage to existing Bridleway to connect Felbridge to the NCN21
67	Linking Lancing and Shoreham	No description entered
96	Hassocks to Lower Beeding	No description entered
229	Path from Hassocks to Burgess Hill east side of railway line	Aspiration to create a new shared use off road route
145	Chichester - Tangmere/Aldingbourne Route	Provides a better link between Portfield and A27 cycle path to Tangmere/Aldingbourne
272	Parish Lane roundabout by-pass	Provision of a two way off road path avoiding the high speed and busy roundabout at this point
374	Horsham Road Pease Pottage Cycle Lane	At the Western End an off road Cycle and Walking Route and improved Traffic Calming at the Eastern End to provide continuous good cycle provision
19	Westergate Link	Surveyed off road route by WSCC 2014/5
231	New link from Hassocks to Hurstpierpoint	Aspiration to upgrade surfaces of 3C & 8C to link into HPP 65hu and local road network
369	West Chilton Common to Primary School	Safer Route to School
53	Littlehampton to Arundel	No description entered
59	Worthing Cycle Network	No description entered
122	NCN 2 missing section V DANGEROUS SECTION	Missing link from North Mundham to off road cycle route to Chichester canal
175	East Preston to Ferring	Field route - currently footpath
Continued overleaf ...		
62	Worthing Cycle Network	No description entered

Appendix 11 – Arun District Council Transport policies in the context of housing development

The ADC Local Plan 2018 includes a number of transport policies with respect to housing development which are relevant for the various developments along the Ford Road.

<https://www.arun.gov.uk/download.cfm?doc=docm93jjm4n12855.pdf&ver=12995>

Policy T SP2 supports the Littlehampton to Arundel Green link (along the river)

Policy T SP2

Littlehampton to Arundel Green Link

A new strategic Green Link is proposed between Littlehampton and Arundel, along the River Arun which is shown on the Policies Map.

Linking multi-user paths to both Arundel and Ford Stations should also be promoted to encourage more integrated travel (such as cycling) and recreation and use of the corridor as both a commuter and recreational route. Cycle hire should be encouraged at stations to provide opportunities to access a bicycle at key transport interchanges along the corridor. Information and signage will also be key to ensuring a high level of accessibility along the route is achieved.

Other opportunities for informal recreation should be created along the route along with promoting more formal activities on the water such as sailing and canoeing where these do not interfere with the enhancement of biodiversity. Good landscape management practices should be promoted throughout the link, particularly where it meets the coast.

Appendix 12 Gear Change: Boris Johnson promises first hundreds then thousands of miles of cycle routes.

[Gear Change](#)

Appendix 13 DfT Decarbonisation report

[Decarbonising Transport Plan'](#)

Appendix 14 – WSCC Coast to Capital funding application for NCN2 section 5

https://www.coast2capital.org.uk/storage/downloads/ncn2_section_5_supporting_document-1479297832.pdf

Appendix 15 – Correspondence between Highways England and Arundel Town Council

At a meeting between Peter Philips (for Highways England) and Arundel Town Council (Mayor Lucy Ashworth and Chair of Traffic James Stewart) on 9th August 2018, Peter Philips reported that the Cycle path would be delivered as part of the A27 improvements – minutes ref 8 below.

Meeting with HE – 9 August 2018 at Arundel Town Hall

Present: James Stewart – Chair Transport & Access Committee, Lucy Ashworth – Mayor of Arundel. Peter Philips – Highways England, South Coast Central route sponsor

Ref	Detail	Action
1	<p>The agreement between HE & ATC with regard to adoption of the Causeway roundabout was discussed. ATC would like to extend this to the Maltravers St roundabout and the land in front of the Baptist Church as far as maintenance is concerned.</p> <p>[Sue Simpson made the original agreement when she was Town Clerk, JS will try to find this, PP to do same].</p> <p>The plan is for us to review the original adoption document adoption and continue for the next six months until the final decision for HE for A27 is taken.</p> <p>PP did not see a problem with us doing small planting or tree management on the Maltravers St roundabout. Even if the roads go over to West Sussex the land in front of Baptist Church should remain HE but Peter does not imagine that they would maintain it.</p> <p>PP confirmed that HE will continue to do edges (at Baptist Church) but there were no plans to cut further on this site. He had no problem with us doing a grass cut with our own contractor.</p>	<p>SS</p> <p>JS</p> <p>PP</p> <p>ATC</p>
2	On the land in front of the Baptist Church we discussed making a path along the desire line that people walk along. PP to consider this and get back to ATC.	PP
3	<p>With regard to the sculptures on the roundabouts, JS reported that the plinth was installed on the Causeway roundabout at 6.00am on 6 August by Matt Bodimeade & JS. The 12 ft corten steel plinth has been made by Booth Engineering in Ford and is bolted to a concrete base. The current Giles Penny sculpture will remain until late September, and then be replaced with a "There but Not There" "Tommy" figure in corten steel from October to late November. Then the intention would be to put a "contemporary Christmas Tree" sculpture up for December. Following this the intention would be for the plinth to remain empty, waiting for periodic, seasonal or festival sculptures.</p> <p>On the Maltravers St roundabout "The Bends" installation of up to 10 carved cedar branches 2-3m high will be installed at 6.00am on Saturday 11 August by Johnny Woodford, artist with JS and Matt Bodimeade.</p> <p>PP to consider the plinth staying for the medium term and respond to JS</p>	PP
4	<p>JS reported that the underpass murals have now been completed and have already gained much public appreciation, and also encourage more people to use the underpass. The team lead by Cllr Karin Moorhouse, now would like to consider painting the underpass on the other side of the A27 bridge. PP to consider and respond.</p> <p>JS raised the issue of the underpass lights placed on lampposts not working. PP is already aware of this from JS emails, however within HE they are not sure about ownership of lights. PP to look into this and respond.</p>	PP
5	<p>We mentioned that there had been some comments about the level of litter on the A27, especially on the section from Long Furlong to Crossbush. This is exacerbated when the verges are cut and the rubbish exposed and spread further. PP to look into this and report back. He thought it may be an issue of timing of cutting v litter collection.</p> <p>PP said it was hard to co-ordinate This is actually the responsibility of Arun District Council. ATC to contact ADC.</p>	<p>PP</p> <p>ATC</p>
6	We reported that in heavy rain there is flooding on the A27 roundabout at the junction of Maltravers St and A27 Eastbound. PP to look into this and report back.	PP
7	We also reported concern over the speed limit on A27 up Hospital Hill, it changes from 40mph to unlimited before hospital and junction of Jarvis Road. PP said that any change would take some time to organise, but he would look into it.	PP
8	We then discussed the cycle path along Ford Road to Ford Station. PP said that this would be delivered as part of the A27 improvements.	JS

9	JS raised the forthcoming 20mph zones to be implemented in Arundel, PP had not heard of this scheme before. JS to email the proposals to PP	JS
10	Finally, we looked at the LUC Wayfaring plans for the Ford Road roundabout, which would no longer be a roundabout when the A27 Bypass goes through, creating a public green space linking the two sides of town. PP said that the existing A27 would be de-trunked when the bypass goes through so any plan like this would be possible.	

In September 2020 Peter Phillips emailed that funding is not in the current budget

On 7 Sep 2020, at 10:25, Phillips, Peter <Peter.Phillips@highwaysengland.co.uk> wrote

Hello James.

Thank you for your email, I am well thanks and trust all is OK in Arundel in these continuing strange times.

The Arundel – Ford NMU route is being progressed by our major projects team as part of a "spin off" from the Arundel by-pass project. It has been through a draft (concept) design and we have been seeking funding through our designated fund process to progress. Unfortunately, it is not a cheap scheme to deliver and therefore, with estimate figures we are having difficulty in providing scheme justification against other bids, and hence as yet we do not have funding to progress.

Designated funds are split into several different categories and whilst it currently is not being received favourably by the safety and cycling package there are other packages that may be appropriate and we are investigating those.

We recognise the importance and support of the route both locally and we will continue to seek funding to progress it, but at this stage I am unable to give any confirmation in terms of funding or timing.

Regards, Peter Phillips, Route Manager - South Coast Central & Kent Corridor Bridge House Guildford

From: Phillips, Peter <Peter.Phillips@highwaysengland.co.uk>

Sent: 09 December 2020 13:56

To: Mayor <Mayor@arundeltowncouncil.gov.uk>

Subject: RE: EXTERNAL MESSAGE .RE: WSWCS Steering Group Update Note & Ford Road Cycle Route

Really sorry for the tardy reply, I can only blame workload and too many emails.

I am more than happy to discuss all highways England matters on the phone etc and as you say it will be good one day to get back to some face to face meetings.

Our cost estimate for the Ford to Arundel NMU is £3.84m, this includes draft and detailed design, and probable land purchase etc. I suspect that it is probable that if a third party were to deliver the scheme they could achieve it slightly cheaper.

In regard the criteria for our schemes – this scheme originally came about as part of works by our major project team in conjunction with the by-pass works but it wasn't reliant on those going ahead. The Designated funds from which it would be funded cover the whole country and they look at overall cost, numbers of users and types of benefit including safety and environment etc as well as likelihood of delivery. I suspect that the main issue for this project was cost although I also suspect that delivery would not be easy.

We can seek to rebid at various stages through the RIS period (20202 – 25) especially if some blockers have moved such as other joint funding, or certainty over deliver – In this case I think obtaining the land was a big consideration.

I hope that helps and I am happy to talk further if you wish

Regards

Peter Phillips, Route Manager - South Coast Central & Kent Corridors Bridge House Guildford

