

## **Local Cycling & Walking Infrastructure Plans (LCWIP) Working Group Report – October 2021**

LCWIP stands for local cycling and walking infrastructure plan. It's a government initiative to encourage people to walk and cycle more. It must be done for us to have any chance of a path between Arundel and Ford. The walking part is now finished but the cycling review will take until approx. Christmas 2021. The plan will be then open for comments approx. Jan 2022. The work has been done by David Houghton and Nigel Searle. The group have also commented on the West Sussex Transport Plan expressing concerns over what they see as an over emphasis on the motor car.

- *Councillor Joe Riley*

### **1) Progress on the Arundel LCWIP:**

The ALCWIP group has developed a series of walking zones and two paths and six cycle routes linking the main origins and destinations in Arundel.

An origin is usually where people live or a transport hub like the station.

A destination is a shopping area, school, church, surgery etc.

Now that the zones/routes have been identified we are currently in the process of assessing them using the Dft LCWIP tools. These provide a uniform output which is used for all LCWIP's to set out the need for infrastructure improvements.

Next steps:

- A) Consult with the community on the zones/routes identified (Feb/March 2022)
- B) Amend any as a result of the consultation (March/April 2022)
- C) Complete the LCWIP report (May/June 2022) for ATC, and then to ADC/WSCC

### **2) Liaison with Arundel/Ford Path WG:**

Andy Batty joined the ALCWIP Group for our 31 August meeting to liaise on the Arundel-Ford path and how this links up with the ALCWIP Group.

### **3) ALCWIP Response to WSCC TP plan 2022-36:**

Main issue is that although it mentions climate change and the need to shift people from cars to walking/cycling/public transport, there is no real effort to achieve this and move away from motorised road use, and so improve people's health and well being.

The Vision is not bold, it is vague and uninspiring.

The objectives do not include anything about reducing carbon emissions.

Active Travel should be core to all thinking when reviewing changes to the transport network.