

Chichester District Council

CABINET

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Consultation response to WSCC's draft Active Travel Strategy and Local Cycling and Walking Infrastructure Plan

1. Contacts

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2. Recommendation

2.1 That Cabinet supports the Council's consultation response to WSCC's 'draft West Sussex Active Travel Strategy 2023-2036' and 'draft West Sussex Local Cycling and Walking Infrastructure Plan'.

3. Background

- 3.1 WSCC is carrying out a public consultation on its draft 'West Sussex Active Travel Strategy 2023-2026' (ATS) and draft 'West Sussex Local Cycling and Walking Infrastructure Plan' (LCWIP) closing 15 November 2023. This paper recommends support for both documents subject to minor comments (see Appendix 1).
- 3.2 WSCC, as the local highway authority, is responsible for design, consultation and delivery of the majority of active travel (walking, wheeling and cycling) infrastructure in Chichester District. This is both by supporting the delivery of the Council's Chichester City LCWIP routes and more widely under WSCC's own work programmes. Fostering and encouraging modal-shift through the delivery of high-quality infrastructure is important in supporting the draft Local Plan's 5% modal-shift assumption, to offer attractive and 'safe' options for local journeys, decarbonise the transport network, support public health and to aid economic development. Circular 1/22 makes it clear that mitigation of development growth in the plan area should be delivered first via modal shift. WSCC should therefore be ambitious in identifying and bringing forward active travel schemes that would support development growth through the emerging local plan.
- 3.3 Both WSCC consultation documents are subsidiary to WSCC's 'West Sussex Transport Plan (2022-2036)'. The consultation and supporting text can be accessed on the WSCC 'Your Voice' web-page (see: [Active Travel Strategy | Your Voice West Sussex](#)). The draft ATS sets out WSCC's vision and goals for active travel. Their draft LCWIP sets out six long-distance corridors where WSCC want to invest in active travel. Three of the six corridors are in Chichester district (namely Chichester to Emsworth, Chichester to Selsey and Chichester to Bognor routes).

- 3.4 The documents should assist WSCC in demonstrating good governance and as such should add weight to any future bids for grant monies for the design, consultation and delivery of active travel infrastructure.

4. Outcomes to be Achieved

- 4.1 For Cabinet to resolve that the Council's consultation response to WSCC is to support both documents' adoption subject to the comments at Appendix 1.
- 4.2 To continue to work with WSCC for the development, consultation and delivery of schemes contained in the Council's Chichester City LCWIP and WSCC's Local Transport Improvements Programme and, when adopted, WSCC's LCWIP.
- 4.3 This work supports the Corporate Plan Vision that communities should be 'active' and that CDC encourages 'sustainable living' through the aspiration to improve Chichester's walking and cycling infrastructure. The promotion of infrastructure to support walking, wheeling and cycling supports Local Plan policy and actions in the Council's Climate Change Action Plan and Air Quality Action Plan.

5. Proposal

- 5.1 To consider WSCC's draft ATS and LCWIP and to respond appropriately. Some minor comments on both draft documents are provided at Appendix 1 and to be appended to the Council's consultation response. WSCC has indicated that it will accept the Council's response outside of the consultation questions that they are posing on-line (see Appendix 2).

6. Alternatives Considered

- 6.1 The alternative would be to not support either or both of the draft documents. However, both documents offer a sensible statement of WSCC's policy, intentions and context and should add weight to WSCC in demonstrating good governance. In turn the documents should be helpful to WSCC as they seek to win grant monies to develop and deliver schemes.

7. Resource and Legal Implications

- 7.1 The further development of active travel related infrastructure within the district will be within the Council's current staff and financial resources and there are no legal implications.

8. Consultation

- 8.1 WSCC is hosting its consultation on its 'YourVoice' page allied by messages through its social-media channels.
- 8.2 Environment Panel considered the matter with the paper circulated to members by email. They subsequently resolved to recommend to Cabinet:
That Environment Panel recommends to Cabinet the Council's consultation response support for WSCC's 'draft West Sussex Active Travel Strategy 2023-2036' and 'draft West Sussex Local Cycling and Walking Infrastructure Plan'.

8.3 The Chairman of Environment Panel provided some changes to Appendix 1 after the Panel's consideration had closed. These changes are included in Appendix 1 but are considered minor in nature such that they do not significantly amend the response.

9. Community Impact and Corporate Risks

9.1 The community will benefit from the greater transparency of WSCC policy in their adopting the ATS and LCWIP. The documents should add weight to WSCC's demonstrable governance in this work area which should assist their case as they bid for grant monies to develop and deliver active travel infrastructure.

9.2 Modal shift towards non-car modes (walking, wheeling, cycling) is modelled in the Local Plan transport modelling at 5% across the plan period. The delivery of meaningful schemes, such as the Council's LCWIP Route K (Westgate to the Fishbourne Road East A27 underpass), is important in seeking to achieve modal-shift and shifting local journeys to non-car modes. The emerging local plan will require timely and effective schemes to be identified early, to ensure the transport impacts of further growth can be accommodated within the highway network. If schemes are not identified or brought forward in a timely manner, this may risk delivery of a future local plan.

9.3 WSCC is seeking to achieve ATE Level 1 such that it is able to bid for ATE capital funds. There is currently no certainty in the funding for Route K or the Chichester to Emsworth route ('Chemroute') though they remain priorities for WSCC to deliver.

10. Other Implications

	Yes	No
Crime and Disorder		✓
Climate Change and Biodiversity Subject to schemes being delivered then the related infrastructure should enable a greater number of trips to be made by foot and bike with a commensurate reduction in carbon emissions and other pollutant emissions.	✓	
Human Rights and Equality Impact		✓
Safeguarding and Early Help		✓
General Data Protection Regulations (GDPR)		✓
Health and Wellbeing The Council has made a commitment to 'help our communities be healthy and active'. The adoption of an ATS and LCWIP should enable WSCC to be more competitive in bidding for monies for walking and cycling infrastructure delivery. A more coherent and safer network of walking and cycling routes should enable a more active lifestyle with related benefits to physical and mental health.	✓	
Other		✓

11. Appendices

11.1 Appendix 1: Chichester District Council comments on the WSCC draft ATS and LCWIP.

11.2 Appendix 2: WSCC consultation survey.

12. Background Papers

12.1 None.