

Chichester District Council

CABINET

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Consultation response to WSCC's Chichester Sustainable Transport Corridors Consultation

1. Contacts

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2. Recommendation

- 2.1 That Cabinet supports the Council's consultation response to WSCC's Sustainable Transport Corridors scheme, specifically (a) Option 2 A286 Oaklands Way and (b) the A285 Westhampnett Road, Chichester to Tangmere scheme.**

3. Background

- 3.1 WSCC carried out a public consultation 'Chichester Sustainable Transport Corridors' which closed on 18 December 2023. This paper recommends support for Option 2 in respect of the A286 Oaklands Way scheme and support for the Chichester to Tangmere scheme subject to 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's 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 target, to offer attractive and 'safe' options for local journeys, decarbonise the transport network, support public health and to aid economic development. Department for Transport Circular 1/22 suggests that mitigation of development growth in the plan area should be delivered via modal shift. The Council therefore supports WSCC bringing forward active travel schemes that support development growth through the emerging local plan.
- 3.3 Both schemes propose improvements to walking, wheeling and cycling infrastructure. The consultation for Oaklands Way, Chichester, between Northgate roundabout and the southern-most end of College Lane, offers two schemes both of which include moving the existing bus-stop layby and creating a raised table crossing of the Northgate car park/Chichester Tennis club access road. Option 1 proposes a shared-use space scheme utilising the existing footway and option 2 proposes the creation

of a fully segregated two-way cycle track and would commence approximately 100m east of Northgate Gyratory. The other scheme connects Chichester to Tangmere from St. Pancras in the west to A27 at Tangmere in the east. The scheme runs south of the A27 west from Tangmere to connect to the yet to be delivered S106 committed pedestrian/cycle bridge over the A27 via Portfield Retail Park to Church Lane, Westhampnett Road and St Pancras, Chichester. The scheme would provide a 3m two-way cycle track and 2m footway where possible and shared-use space where the available highway capacity does not allow and proposes raised tables at all side roads. Parking may be removed on part of Westhampnett Road, Chichester and one of the lanes of the one-way section of St Pancras would be removed to provide a two-way 3m bi-directional bike track. A full description of the schemes is available at Appendix 2. Schematic plans are at Appendix 3. and 4.

- 3.4 Both schemes are underpinned by WSCC's 'West Sussex Transport Plan (2022-2036)' and were identified by WSCC as they have the potential to provide off-road cycle facilities on routes that connect key education, employment, public transport, services, and development sites, as well as providing bus priority signal technology. The schemes also have the potential to support routes identified in the Council's Local Cycling and Walking Infrastructure Plan (LCWIP).
- 3.5 Neither scheme is currently fully funded. WSCC expects the schemes to be funded by developer contributions and central government grants.

4. Outcomes to be Achieved

- 4.1 To continue to work with WSCC for the development, consultation, and delivery of sustainable transport schemes.
- 4.2 This work supports the Corporate Plan Vision that communities should be 'active' and that the Council 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 Chichester Sustainable Transport Corridors consultation and to respond appropriately. Comments on both schemes are provided at Appendix 1 and are 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) and beyond the cut-off date for submission of consultation comments.

6. Alternatives Considered

- 6.1 The alternative would be to not support either or both of the schemes. However, both schemes are congruent with Council policy and importantly support development growth.

7. Resource and Legal Implications

- 7.1 The further development of the two schemes is within the Council's current staff and financial resources and there are no legal implications.

8. Consultation

- 8.1 Environment Panel considered the matter on 14 December 2023 and resolved to recommend to Cabinet:
That Environment Panel recommends to Cabinet that the Council's consultation response is to support WSCC's Sustainable Transport Corridors scheme, specifically (a) Option 2 A286 Oaklands Way and (b) the A285 Westhampnett Road, Chichester to Tangmere scheme.
- 8.2 WSCC is hosting its consultation on its 'YourVoice' page (see: [Chichester Sustainable Transport Corridors | Your Voice West Sussex](#)) allied by messages through its social-media channels and three drop-in sessions. WSCC has indicated that it will receive and consider the Council's consultation response outside of the formal consultation period. The consultation follows an earlier 2023 WSCC 'initial engagement'.
- 8.3 All Council members were sent an email making them aware of the consultation and the consultation was included as an article in the Council's Members' Bulletin.

9. Community Impact and Corporate Risks

- 9.1 The community will benefit from greater choice in their transport mode from the two schemes' delivery. The infrastructure would enable safer walking, wheeling and cycling intra-urban utility journeys thus displacing more carbon intense forms of travel. The benefits from greater active travel are cross-cutting across a number of policy areas including transport, climate, environment, health and economy.
- 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 schemes, such as proposed here, is important in seeking to achieve modal-shift and shifting local journeys to non-car modes to support development.
- 9.3 WSCC is seeking to achieve ATE Level 1 such that it is able to bid for ATE capital funds.

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.	✓	
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'. 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 WSCC's Chichester Sustainable Transport Corridors Consultation.

11.2 Appendix 2: WSCC's Chichester Sustainable Transport Corridors Stage 2 Consultation Survey.

11.3 Appendix 3: Chichester to Tangmere schematic.

11.4 Appendix 4: A286 Oaklands Way Cycle Schemes schematic.

12. Background Papers

12.1 None.