

Arundel SCATE - potential local alternative improvements

June 2014

Capital projects

Note Ford Station is a junction of the Arun Valley and South Coast lines.

Arundel needs a better south coast rail link to go eastwards and pick up additional westbound coastal trains. Ford station is two miles from Arundel High Street.

- Remodelling Crossbush A27 junction with A284 (currently a mess and source of hold-ups as it was a temporary design anticipating a new bypass), for continuous flow and separated access for Burpham and Crossbush. To incorporate safe cycle paths and continuous walkways. The Highway Agency (HA) has major proposals for this including new rail crossing.
- Remodelling Ford roundabout access to improve flow along existing bypass (HA have proposals for this).
- Some widening of existing bypass and Causeway (A27) for an effective third lane (or similar) to accommodate flow in the event of accidents. NB existing lanes on bypass are already relatively wide, Causeway, rail bridge lanes are narrow. Road remodelling must not raise capacity.
- Off-road cycle/footpath to Ford Station along Ford Road, with lighting, to provide good south coast access for commuting and shopping, especially to Brighton where there is no direct link from the Arun Valley line. Ford provides increased train frequency westbound to Portsmouth and Southampton too. Ford Road is an unclassified, straight, unlit country road and a bit of a racetrack, therefore people avoid walking or cycling along it, particularly at night.
- Foot/cycle/(possible horse) bridge from Canada Road to Mount Pleasant across A27 Hospital Hill and A264 London Road to enable cross-town pedestrian/cycle connectivity. A particularly strong solution for accessing schools by foot. There are two primary schools, one on each side of the A27. The local 'school run' has a significant impact on congestion and many Arundel parents drive children to Arundel schools. A footbridge would also enable those who drive from outlying villages to stop in the town without accessing the A27 to reach their school. Topography and lack of buildings in this location favours a foot/cycle bridge.
- Cycling infrastructure and better walking connectivity across the A27 and through town with crossings and off- and on- road cycle paths via bridges and underpasses. This does not currently exist, although there are proposals, and many residents drive across town although it is a 10-15 minute walk.

NB A partially off-road cycle/footpath from Arundel station to the Town Centre and along Mill Road, allowing access without road level crossing, is scheduled, through the Local Sustainable Transport Fund (LSTF).

Other foot/cycle access has been discussed, but funding has not been allocated.

Soft projects

- Hoppa bus link to Ford (as above) and Littlehampton, providing further east and westbound train access. Littlehampton station is 5 miles from Arundel High Street. No commercial buses currently use Ford Road.
- Fast, affordable coastal bus service aimed at commuters. The X27 was fast service about 20 years ago, but dropped, just as it became popular, though not for financial reasons. *Domination of Stagecoach which is very limited and expensive, inhibits other bus services.*
- Tourism literature prioritising walking, cycling and public transport access (currently this is poor, default is the car)
- School travel plans (including walking and cycling, car sharing)
- Business travel plans (commuter targeted) including work practices minimising car commuting
- Car clubs (established elsewhere by WSCC through LSTF)
- Car sharing (shared trips or shared ownership, examples of both exist in Arundel now)