

Public Document Pack

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27 February 2019

A meeting of the Adur County Local Committee will be held at 7.00 pm on Thursday, 7 March 2019 at The Shoreham Centre, 2 Pond Road, Shoreham-by-Sea, BN43 5WU

Tony Kershaw
Director of Law and Assurance

Your local County Councillors



Debbie Kennard
Shoreham North



Ann Bridges
Lancing



Kevin Boram
Shoreham South



George Barton
Sompting & North Lancing



David Simmons
Southwick

Invite you to come along to the Adur County Local Committee

County Local Committees consider a range of issues concerning the local area, and where relevant make decisions. It is a meeting in public and has a regular 'talk with us' item where the public can ask questions of their local elected representatives.

Agenda

- 7.00 pm 1. **Chairman's Welcome**
- The members of Adur County Local Committee are George Barton, Ann Bridges, Kevin Boram, Debbie Kennard and David Simmons (Chairman).
- 7.05 pm 2. **Declarations of Interest**
- Members and officers must declare any pecuniary or personal interest in any business on the agenda. They should also make declarations at any stage such an interest becomes apparent during the meeting. Consideration should be given to leaving the meeting if the nature of the interest warrants it. If in doubt contact Democratic Services before the meeting.
- 7.10 pm 3. **Minutes of the last meeting of the Committee** (Pages 5 -

8)

The Committee is asked to agree the minutes of the meeting of the Committee held on 8 November 2018 (cream paper).

7.15 pm

4. **Urgent Matters**

Items not on the agenda that the Chairman of the meeting is of the opinion should be considered as a matter of urgency because of special circumstances.

5. **Dementia Friends Awareness Presentation**

The Committee will receive a presentation from the Dementia Friendly Communities Coordinator.

6. **Impulse Leisure Centre TRO (A07(18/19))** (Pages 9 - 20)

To consider a written report and recommendation from the Director of Highways & Transport, and Head of Highways Engineering regarding a Traffic Regulation Order request from Adur and Worthing Councils.

7. **Shoreham Area Sustainable Transport Package Feasibility Study** (Pages 21 - 324)

The Committee will receive a written report on the Shoreham Sustainable Transport Feasibility Study, in addition to a presentation.

The Committee are asked to note the contents of the report and consider any recommendations.

8. **Adur Community Initiative Funding (A08(18/19))** (Pages 325 - 348)

Report by Director of Law and Assurance.

The report summarises the Community Initiative Funding applications received via The West Sussex Crowd. The Committee is invited to consider the applications and pledge funding if appropriate.

9. **'Talk with Us' Open Forum**

To invite questions from the public present at the meeting on subjects other than those on the agenda. The Committee would encourage members of the public with more complex issues to submit their question before the meeting to allow a substantive answer to be given.

10. **Date of Next Meeting**

The next meeting of the Committee will take place at 7.00 pm

on Monday 1 July 2019 at a venue to be confirmed.

Members wishing to place an item on the agenda should notify Jack Caine via email: jack.caine@westsussex.gov.uk or phone on 033 022 28941.

To: All members of the Adur County Local Committee

Filming and use of social media

During this meeting the public are allowed to film the Committee or use social media, providing it does not disrupt the meeting. You are encouraged to let officers know in advance if you wish to film. Mobile devices should be switched to silent for the duration of the meeting.

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Adur County Local Committee

8 November 2018 – At a meeting of the Committee at 7.00 pm held at Lancing Parish Hall, 96 South St, Lancing BN15 8AJ.

Present:

Mr Simmons (Chairman) (Southwick;), Lt Col Barton (Sompting & North Lancing;), Mrs Bridges (Lancing;), Mr Boram (Shoreham South;) and Ms Kennard (Shoreham North;)

13. Appointment of Chairman

13.1 RESOLVED that Cllr David Simmons be appointed as Chairman for the Committee for the municipal year 18/19.

14. Chairman's Welcome

14.1 The Chairman welcome Committee Memebrs, Officers and Members of the public to the meeting.

15. Declarations of Interest

15.1 There were no pecuniary interests declared in relation to business on the agenda.

16. Minutes of the last meeting of the Committee

16.1 The Minutes of the last meeting held on 21 June 2018 were approved as a correct record and signed by the Chairman.

17. Urgent Matters

17.1 There were none.

18. Progress Statement

18.1 The Committee considered the written updates included in the progress statement.

18.2 In response to questions raised over parking restrictions it was advised that these were being investigated and progressed, however enforcement (under license) of roadmarkings were ultimately the responsibility of the Districts and Boroughs.

18.3 The Area Highways Manager provided an update on the Adur Growth Programme and outlined the following priority projects:

- Shoreham Harbour Regeneration
- New Monks Farm and Shoreham Airport
- Pond Road Redevelopment.

18.4 The Chairman advised a correction to the update and it was noted that the New Monks Farm Development planning application was being considered by the Secretary of State for decision.

19. Discussion on Sullington Way

19.1 The Area Highways Manager introduced a Briefing Note on traffic and parking issues experienced at Sullington Way, in Shoreham. It was outlined that a decision on a Traffic Regulation Order would be taken at a future meeting of the CLC.

19.2 Members of the Committee illustrated that the Fire Service had contacted the Council regarding problems that had been experienced at peak times, particularly and school drop off and pick up times, and were seeking to resolve this.

19.3 Members agreed it was important to find a resolution to the issue for the safety of the fire service, residents and students at St Peter's Catholic Primary School.

19.4 The Chairman invited Members of the Public to address the committee and express their concerns over a Traffic Regulation Order. The following points were raised:

- Introducing Double Yellow Lines would only cause displacement of traffic further up the road.
- Hardened verges would be preferred to mitigate higher volumes of parking/traffic
- There was a separate entrance to the School on Sullington way, via Eastern Avenue. Utilising this entrance might help to mitigate traffic further.
- Installing bollards had a positive impact in the areas they had been introduced. However others disputed their helpfulness.

19.5 The Chairman thanked those in the public gallery for their comments and attending the meeting. It was advised that information would be made available when a Traffic Regulation Order was to be considered at a future meeting.

20. Traffic Regulation Order Prioritisation (A04(18/19))

20.1 The Committee considered the written report from the Director of Highways and Transport and Head of Highways Operations and the recommendation that the Committee reviews the proposals and agrees to progress the two highest scoring TROs from the list attached at Appendix A, subject to any adjustments made at the meeting.

20.2 The Committee discussed each TRO on its merit, individually and the impact each would have on the local community.

20.3 It was resolved that the following two Traffic Regulation Orders be progress as a priority:

- a) M 437852 – Brighton Road - Remove section of DYL to enable more parking,
and
- b) M 33812 – Greenways Crescent – DYL to stop parking too close to junctions.

21. **Update on Community Highways Schemes**

21.1 The Committee noted the update.

22. **Adur Community Initiative Funding (A05(18/9))**

22.1 The Committee considered the written report from the Director of Law and Assurance and the applications for grant funding from the Community Initiative Fund.

22.2 The Committee discussed each application in turn and considered each on its own merit, as well as the impact each would have on the local community,

22.3 It was resolved that:

- 1. the following award be granted:
 - a. 251/A – Freedom Power Chairs, Community Support Workshop, up to £3,000 towards purchasing and converting a trailer to carry out servicing and repairs for mobility equipment.
- 2. The following project be deferred to the next meeting as there was a significant amount of time for the project to fundraise and the committee wished to allow more community support to be shown prior to making a decision:
 - a. 268/A – St Michael and All Angels Church – Let’s Heat St Michael’s.
- 3. The following application be declined due to not fitting with the Community Initiative Fund criteria:
 - a. 242/A – The Boundstone Chorus, Sing our Smuggling History.

23. **Nominations for Local Authority Governors to Maintained Schools and Academy Governing Bodies (A06(18/19))**

23.1 The Committee considered the Report by the Executive Director for Children, Adults, Families, Health and Education and the Recommendation that the Nomination for reappointment of Local Authority Governor, set out in Appendix A, be approved.

23.2 It was Resolved that the following nomination be approved:

- a) Ms. Sheila Parker to the Buckingham Park Primary School for a four year term.

24. 'Talk with Us' Open Forum

24.1 The Chairman invited Members of the public to ask questions of the committee and raise issues pertinent to the area. The following was advised.

24.2 Lydia Schilbach, representing Adur Sea of Lights, thanked the committee for their previous decision to grant a £5,000 sum to a project hosting a light parade in the area. The Committee members were invited to the parade.

24.3 The Area Highways Manager advised that the West Beach TRO was progressing, however it was being considered by the parking strategy team at the time.

24.4 It was further advised that installing Bike Racks in the town centres posed a delicate balance between the correct placing of racks and where they would be considered redundant, however this could be looked into.

25. Date of Next Meeting

25.1 It was confirmed that the next meeting of Adur CLC would take place on 7th March 2019.

Chairman

The meeting closed at 8.35 pm

Adur County Local Committee	Ref No: (A07(18/19))
Date 7 March 2019	Key Decision: No
Southwick, Impulse Leisure Centre Car Park: Permission to introduce Parking Controls	Part I or Part II: Part 1
Report by Director of Highways & Transport, and Head of Highways Engineering	Electoral Division: Southwick

Summary

Adur and Worthing Council wish to introduce a 3 hour maximum stay parking restriction on part of the car park at the Impulse Leisure Centre in Southwick. A restriction of this type cannot be introduced without the consent of West Sussex County Council.

Recommendation

- (1) The Adur County Local Committee grants consent to Adur & Worthing Council to include the Impulse Leisure Centre Car Park in Southwick, in their Off-Street Parking control Order and to introduce a 3 hour maximum stay parking restriction on the area specified in Appendix A of this report.
- (2) This consent is subject to Adur and Worthing Council seeking further consent from Adur County Local Committee if in future they wish to introduce charges for the use of this car park.

Proposal

1. Background and Context

- 1.1 The Impulse Leisure Centre is located on Old Barn Way in Southwick. The Leisure Centre is served by a large car park which also provides parking for recreation ground users, Southwick Football Club and Adur Indoor Bowling Club.
- 1.2 Most of the car parking spaces are within a part of the site protected by a height barrier, preventing access by commercial vehicles. However, an area of the car park containing 7 spaces is unprotected by this height barrier and is often used for long-stay parking by commercial vehicles. This prevents the spaces being used by users of the leisure facilities for which the spaces were intended.
- 1.3 Under Section 59 of the Road Traffic Regulation Act 1984 parking controls to manage this situation may only be introduced with the consent of the County Council. Power to grant such consent is delegated to the County Local Committee.

2. Proposal

- 2.1 It is proposed to include the whole car park in the Adur & Worthing off Street Parking Order.
- 2.2 The 7 bays outside of the height barrier would be subject to a restriction limiting waiting to a maximum of 3 hours, no return within 3 hours. Yellow line markings would also be introduced to prevent obstruction of the main car park entrance.
- 2.3 The main section of the car park would also be subject to the off-street parking Order but with no restriction on waiting. This would allow enforcement against vehicles parking obstructively but would not otherwise restrict parking in the main car park.
- 2.4 If the CLC grants permission to proceed with these changes, Adur and Worthing Council will conduct a public consultation on amending their Off-Street Parking Order in a similar way to a TRO proposal.

3. Resources

- 3.1 All costs associated with implementing the changes and enforcing the new restrictions will be met by Adur & Worthing Council.

Factors taken into account

4. Consultation

- 4.1 If the CLC grants permission to proceed with these changes, Adur and Worthing Council will conduct a public consultation on amending their Off-Street Parking Order in a similar way to a TRO proposal.
- 4.2 The Area Highway Manager, Parking Strategy Team and the Local Member have been consulted on this application and have raised no objection to consent being granted.

5. Risk Management Implications

- 5.1 If consent to introduce controls in the car park is declined, the parking places outside of the car park height barrier will continue to be used for long term parking, preventing their use by users of the leisure facilities for which they were intended.
- 5.2 If consent is granted, there is a risk that the long stay parking will be displaced to other areas, most likely on the local highway network. As the restrictions apply to only 7 parking spaces it is considered that displaced parking is unlikely to result in significant issues.

6. Equality Duty

- 6.1 As this report only considers the issue of granting consent to proceed, an assessment of Equality Duty is not required here. Adur & Worthing Council will be fully responsible for considering Equality Duty if they decide to implement the proposed changes following public consultation.

7. Social Value

- 7.1 Granting consent to implement parking controls does not conflict with and WSCC policy on social value.

8. Crime and Disorder Act Implications

- 9.1 It is considered that there are no Crime and Disorder Act implications associated with this decision.

9. Human Rights Implications

- 10.1 It is considered that there are no Human Rights Act implications associated with this decision.

Guy **Matt Davey**
Director Highways & Transport

Bell
Head of Highways Engineering

Contact: Martin Moore (ext 26335)

Appendices:

Appendix A: Adur and Worthing Council Decision to apply for consent to introduce Parking Controls

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ADUR & WORTHING
COUNCILS

Adur Executive Member for
Environment and Worthing Executive
Member for Regeneration
30 November 2018

Decision to be taken on or after
10 December 2018

Key Decision Yes/No

Impulse Leisure, Old Barn Way, Southwick - Car Parking Review

Report by the Director for Communities

Executive Summary

1. Purpose

- This report sets out current issues with parking controls around The Impulse Leisure, Old Barn Way, Southwick Car Park and recommendations to resolve them.
- If implemented it is considered that the recommendations will be beneficial to Impulse Leisure Centre users, recreation ground users, footballers and the bowls club and bring part of the Leisure Centres car park parking management in line with other areas of the Adur District

2. Recommendations

2.1 Recommendation One

- In consultation with the relevant Service Director, under Scheme of Delegations, to authorise Officers to amend the existing Parking Order to include the Car Park via Legal Services/Parking Services
- To note the costs outlined in Paragraph 6 and approve the necessary expenditure to be made in order to amend the existing Parking Order and for the District Council and or it's contractors to be able to enforce the area under Part 6 of The Traffic Management Act 2004

3. Context

- 3.1. The Council has a long term lease agreement with Impulse Leisure which covers the building and the car park. The car park is used by leisure centre users, recreation ground users, footballers, the bowls club and visitors to the centre.
- 3.2. Currently the areas cannot be enforced by the council's parking enforcement contractor, NSL as the areas are not covered by an Off-Street Parking Order. Currently users to the site who have high sided vehicles are unable to gain access to the main car park due to the height barrier, in addition the bays immediately outside of the main car park are often taken up by non leisure centre, recreation ground or bowls club users or non visitors to the centre, this prevents genuine users from using the spaces. Uncontrolled parking causes problems for centre users and their visitors and the existing arrangement is not consistent.
- 3.5 To address the concerns it is proposed to amend the existing Off-Street Parking Order to enable the bays immediate outside of the main car park and the area before the height barrier to be enforced by the Council's parking contractors (NSL) under Part 6 of The Traffic Management Act 2004 which would ensure a more consistent enforcement process. It will also provide an appeals process and any income generated from Penalty Charge Notices will be paid to the District Council.
- 3.6 The areas that would be covered by these proposals are shown on the plans attached as Appendix 1. The proposed restrictions would be limited waiting for the bays for a period of 3 hours with a no return of 3 hours within the same calendar day. In addition there will be double yellow lines with double kerb markings along the road opposite the bays to prevent vehicles from parking there and causing an obstruction.
- 3.7 The restrictions would be enforced by the Council's contractor NSL.

4. Issues for consideration

- 4.1 The car park at Impulse Leisure, Old Barn Way , Southwick requires parking to be managed effectively for the benefit of all users. Minimising anti-social parking problems is extremely important and the limited spaces need to be managed for the users and visitors to the centre in a fair and consistent way.

- 4.2 The risks associated with the proposals are low and would be beneficial to the centre users. There would be greater risk if the proposals were not adopted as there would not be any enforcement carried out in the area.

5. Engagement and Communication

- 5.1 The proposals will be subject to consultation with key stakeholders including West Sussex County Council and the police. In line with the statutory process the proposals will be advertised in the local media, in the car park and on the Council's website prior to coming into force.
- 5.2 The proposals will also need to be considered by the Adur Local Committee (CLC).
- 5.3 The Management team at Impulse Leisure have been consulted and are supportive of the proposals.

6. Financial Implications

- The cost of implementing the controls, will be up to £2,500. It is anticipated that these costs will be recovered through PCN income within a 18-24 month period.
- The time scale for implementation will be approximately 6 months from the date of the Executive Member Decision. This is subject on the availability of the Adur CLC.

7. Legal Implications

- 7.1 The land in question belongs to the Council (relevant enquiries having been conducted), and could be made subject to an off-street parking order pursuant to section 32 Road Traffic Regulations Act 1984, which states

“(1)Where for the purpose of relieving or preventing congestion of traffic it appears to a local authority to be necessary to provide within their area suitable parking places for vehicles, the local authority, subject to Parts I to III of Schedule 9 to this Act—

(a) may provide off-street parking places (whether above or below ground and whether or not consisting of or including buildings) together with means of entrance to and egress from them, or

(b) may by order authorise the use as a parking place of any part of a road within their area, not being a road the whole or part of the width of which is within Greater London”

7.2 The Adur District (Off Street Parking Places) (Civil Enforcement and Consolidation) Order 2011 (“the Order”) provides the legal framework as to the charges that the Council may apply including those to season ticket holders as well as introducing a maximum stay period and a no waiting and no loading/unloading at any time area.

7.3 In order to add the car park or part of the car park into the Order, the Order would need to be amended and published following the procedures outlined in The Local Authorities’ Traffic Orders Regulations 1996 as amended.

7.4 If the recommendation is implemented, this report indicates that Officers will amend the existing Parking Order to include the Car Park via Legal Services/Parking Services. In considering consultation responses, section 122 of the Road Traffic Regulation Act 1984 means that the Council must balance the concerns of the objectors with the statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

7.5 Decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Background Papers

None

Officer Contact Details:-

Steve Spinner
Head of Business & Technical Services
01903 221019
steve.spinner@adur-worthing.gov.uk

Jason Passfield
Parking Services Manager
01903 221 466
jason.passfield@adur-worthing.gov.uk

Sustainability & Risk Assessment

1. Economic

- Parking controls are essential to support businesses in the area

2. Social

2.1 Social Value

- The proposals will improve the situation for Leisure Centre, recreational ground users, footballers, bowls club users and will also support all users by ensuring the bays are enforceable and used by genuine users/visitors to the centre.

2.2 Equality Issues

- Matter considered and no issues identified

2.3 Community Safety Issues (Section 17)

- Matter considered and no issues identified

2.4 Human Rights Issues

- Matter considered and no issues identified

3. Environmental

- Matter considered and no issues identified

4. Governance

- The proposal would enhance the reputation of the Council by providing consistent enforcement and an effective appeals procedure, this will also help the users of the facilities to park whilst using the facilities..

Area to be included in the Off-Street Parking Order

ADDRESS

Impulse Leisure Southwick
Old Barn Way
Southwick
West Sussex
BN42 4NT



The below plan shows the area where there will be parking restrictions within the Car Park that will be enforceable, the rest of the Car Park will remain unrestricted but will also be in the Parking Order.



The above plan shows the area marked with outline that needs to be managed.

The Parking bays would be limited to a maximum stay of 3 hours with a no return of 3 hours. In addition there will be double yellow lines and kerb markings to prevent vehicles parking opposite the bays, shown in yellow on the plan.

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Adur County Local Committee**March 2019****Shoreham Area Sustainable Transport Package Feasibility Study****Consultation Report by Executive Director Economy, Infrastructure and Environment and Director of Highways and Transport****Summary**

The County Council commissioned a feasibility study to identify a package of sustainable transport improvements in the Shoreham and wider Adur Local Plan area. The feasibility study forms part of the County Council's Strategic Transport Investment Programme. This consultation report presents the plans that have been developed and seeks the endorsement of the Committee for the study outputs, and to publish the study feasibility reports inviting local stakeholders to provide feedback and identify their priority schemes.

The feasibility plans include high quality cycling and pedestrian routes on the A259 between Shoreham and Brighton and Hove, and in the Lancing and Sompting area (Busticle Lane/Western Road; Grinstead Lane/South Street; Crabtree Lane/Cokeham Road/West Street, Sompting). Feasibility level designs have also been developed for improvements at the A259/A2025 South Street Lancing junction. The study has also undertaken a preliminary assessment of the potential for new crossing facilities on the A27 at West Sompting and between Lancing and Shoreham. In addition, the study has undertaken an assessment of the potential for bus service enhancements in Adur District. The proposals are intended to complement, but not replace, infrastructure expected to be delivered through the relevant Adur Local Plan development allocations and the related planning applications.

The study has been guided by a Member Steering Group comprised of local Members representing the County Council and Adur District Council.

At this stage, all schemes are at the feasibility stage and no preferred options have been identified by the County Council. For any scheme to be implemented, sufficient funding and delivery arrangements will need to be identified.

Recommendations

- (1) That the committee endorses the contents of the study reports and feasibility designs;
- (2) Request that the Cabinet Member for Highways and Infrastructure:
 - i. publishes the study feasibility reports and invites local stakeholders to provide feedback on their contents and to identify their priority schemes; and
 - ii. Considers this priority list of schemes against agreed County Council priorities and if approved by the County Council, work with all relevant bodies to ensure the scheme objectives are delivered.

- (3) Request the Study scheme reports, once prioritised, be taken into account by the County Council and partners when considering making future investment decisions against agreed County Council priorities, and in particular when seeking external funding and making use of developer contributions (in line with all relevant planning regulations).

Proposal

1. Background and Context

- 1.1 The County Council commissioned transport and engineering consultants WSP to undertake an options appraisal and feasibility study to identify a package of sustainable transport improvements in the Shoreham and wider Adur District area. The feasibility study forms part of the County Council's Strategic Transport Investment Programme which helps to identify transport improvements to support planned development and economic growth.
- 1.2 The study was undertaken in two phases. Phase 1 of the Study included engagement with the Shoreham Area Sustainable Transport Package Feasibility Study Member Steering Group and local stakeholders, and a policy review to identify existing transport issues in Adur District and potential scheme solutions. It also included a prioritisation and high level option assessment of potential schemes, before further engagement with the Member Steering Group and stakeholders regarding the schemes recommended to be taken forward for feasibility design during. During phase 2 of the study, feasibility designs and assessment have been developed for the resulting schemes.
- 1.3 This consultation report presents the outputs of the study feasibility work, which are recommended to be shared with stakeholders for comment and prioritisation.

2. Proposals

- 2.1 Phase 2 of the study focused on 5 key elements as described below.
- 2.2 **A259 Shoreham Adur Ferry Bridge to Brighton and Hove cycle route –** This proposal (Appendix A1-A5) is for a bi-directional stepped "hybrid" cycle facility on the south side of the A259 between Adur Ferry Bridge and Brighton and Hove. This scheme is envisaged to enable the National Cycle Network Route 2 (NCN2) to be rerouted onto the A259 from Adur Ferry Bridge to Brighton and Hove. This consultation report and feasibility design refers to the section in West Sussex, and separate discussions are taking place with Brighton & Hove City Council about completing feasibility design work on the section in Brighton and Hove.
- 2.3 The scheme will provide a significant enhancement to the sustainable transport infrastructure for the A259 corridor between Shoreham and Brighton. The scheme intends to provide an attractive, safe and direct option for cycling along this largely flat corridor, along with improvements for pedestrians and bus waiting facilities.

- 2.4 The scheme will support work and school commuting, and access to key service centres and railway stations. The scheme will serve existing communities of Shoreham, Southwick and Fishersgate, and also new residents from development sites within the Shoreham Harbour Joint Area Action Plan area. This will support the regeneration of the area, providing economic, air quality, public health and accessibility benefits.
- 2.5 The scheme is anticipated to require some road space reallocation, a small reduction in public car parking capacity, and reduction in vehicle capacity at some junctions in order to facilitate additional highway space and priority for cyclists and pedestrians. The feasibility designs have been developed to be mindful of the expected impacts on vehicle capacity, and traffic modelling of junction impacts is required at the next stage in order to inform detailed designs.
- 2.6 Additional land beyond the highway boundary will be required to facilitate the scheme and dialogue with affected landowners/businesses is continuing. Land is likely to be required from future development sites, in particular in the Shoreham Western Harbour arm area to facilitate the scheme. Some land will also be required from areas currently designated with Village Green status, specifically at The Ham and Kingston Beach. Dialogue is continuing with regard to whether replacement land will need to be registered and the potential alternative locations of such a site or sites.
- 2.7 The proposed cycle facilities are intended to prioritise the movement of cyclists at quieter side access roads, but this will be subject to detailed safety assessment at the next design stage.
- 2.8 The total scheme cost for this single scheme is estimated in the range of £10-£15 million for the section within West Sussex.
- 2.9 **Lancing and Sompting high quality cycle routes** – This proposal (Appendix B-9) is for bi-directional stepped “hybrid” and shared use cycle facilities providing for traffic free cycling facilities where highway space allows across the following corridors:
- (1) Busticle Lane - Western Road corridor (A27 to A259);
 - (2) A2025 Grinstead Lane/South Street Lancing (A27 to A259); and
 - (3) Upper Brighton Road/West Street/Cokeham Road/Crabtree Lane (from Allington Road to Grinstead Lane/Mash Barn Lane junctions)
- 2.10 The scheme will provide a significant enhancement to the sustainable transport infrastructure across Lancing and Sompting. The proposals intend to provide attractive, safe and direct options for cycling along with improvements to pedestrian connectivity. The scheme will support work commuting, provide connections to schools, and support access to key service centres and railway stations. The scheme will serve existing communities of Lancing and Sompting, and also new residents from Adur Local Plan development sites at New Monks Farm and West Sompting. This will support the regeneration of parts of Lancing and Sompting, and provide economic, air quality, public health and accessibility benefits. The scheme is

also intended to complement the sustainable transport measures to be brought forward by the Local Plan development sites.

- 2.11 The proposals are anticipated to require some road space reallocation, a reduction in public car parking capacity, and reduction in vehicle capacity at some junctions in order to facilitate additional highway space and priority for cyclists and pedestrians. The feasibility designs have been developed to be mindful of the expected impacts on vehicle capacity, and traffic modelling of the junction impacts is required at the next stage in order to inform detailed designs.
- 2.12 There will be an impact on sections of existing grass verge within the highway boundary on the route sections. Suitable compensation for any impacts on trees will need to be considered at the next stages of design. Some land beyond the highway boundary will be required to facilitate the scheme, for example from recreational parks in particular at Brooklands Park. Early discussions have been taking place with Worthing Borough Council with regard to how plans for the Brooklands Park Masterplan and these cycle scheme proposals could mutually support each other.
- 2.13 The proposed cycle facilities are intended to prioritise the movement of cyclists at quieter side access roads, but this will be subject to detailed safety assessment at the next design stage.
- 2.14 For long sections of the Western Road, Grinstead Lane and Cokeham Road/Crabtree Lane corridors, highway space is relatively wide presenting opportunities for the improved cycling infrastructure. However, the narrower highway width and existing parking in South Street, Lancing, means that the feasibility design proposes on-road cycle facilities with plans to reduce traffic speeds. Proposals include a 20mph speed limit, formalised parking bays and carriageway narrowing and some footway widening to manage traffic speeds, and improve conditions for cyclists and pedestrians.
- 2.15 The total scheme cost has been estimated to cost in the range of £10-£15 million. There is the potential to split the package of routes into individual routes or specific sections for delivery.
- 2.16 **A259/A2025 South St Lancing roundabout junction capacity and walking and cycling improvements** - This feasibility design (Appendix C1-C2) proposes a capacity improvement at this junction which was identified as a mitigation scheme to support Adur Local Plan development growth within the Adur Local Plan Transport Study¹. Proposals to improve facilities for pedestrians and cyclists by junction realignment to facilitate shared footway/cycleways around the junction have also been included.
- 2.17 The scheme is intended to support the redevelopment of the south side of the existing roundabout identified within the Lancing Vision and improve the gateway to Lancing Beach Green from South Street². Land beyond the highway boundary will be required to facilitate the scheme and dialogue with affected landowners/businesses is taking place.

¹ <https://www.adur-worthing.gov.uk/media/media,141693,en.pdf>

² <https://www.adur-worthing.gov.uk/media/media,98418,en.pdf>

- 2.18 The total scheme cost has been estimated to cost in the range of £1-1.5 million.
- 2.19 **Assessment of A27 pedestrian, cyclist and equestrian crossing facilities** – This pre-feasibility assessment (Appendix D) considers pedestrian, cyclist and equestrian crossing improvements across the A27 at West Sompting and between Lancing and the River Adur. The assessment reviews existing crossing facilities and considers proposals for improvement, reviews the local and future need for crossing the A27, and reports on feedback from local stakeholders about existing, potential and proposed crossing facilities.
- 2.20 The review takes into account Adur Local Plan development allocations and the New Monks Farm planning application. However, it is important to note that the development site allocations/applications do not in themselves generate the need for new or further crossings. Although the New Monks Farm application removes the Sussex Pad junction, it will provide alternative facilities under the A27, and at a new junction.
- 2.21 At West Sompting, the report concludes that providing a new crossing could address the issue of severance between areas south of the A27 and the South Downs National Park and might accommodate pedestrians, cyclists and equestrians. Levels of demand for a new crossing facility have not been quantitatively assessed. However, qualitative information suggests that demand does exist and could increase with Local Plan strategic development at West Sompting, and if a more appropriate crossing facility was provided. It is recommended that surveys are carried out to establish the existing level of demand.
- 2.22 Between Lancing and the River Adur, the report concludes that providing a new crossing facility could improve crossing facilities for pedestrians, cyclists and equestrians. However, it is unclear whether additional crossing facilities would be of significant benefit to equestrians in this area. Further surveys are also recommended here in order to establish current levels of demand and inform future decisions about whether additional crossing facilities would offer value for money.
- 2.23 Amongst the technical feasibility issues, any proposals for new crossing facilities will need to consider the need for third party land and potential impacts on the South Downs National Park.
- 2.24 No scheme cost estimates for new crossing facilities in the specific locations have been provided at this stage.
- 2.25 **Adur District bus review** – A review of bus services across Adur District was commissioned as part of the study (Appendix E) to consider existing bus service provision and to make any recommendations on potential service enhancements. This was undertaken in the context of understanding the current conditions affecting the operation of bus services and the emerging West Sussex Bus Strategy. The review focused on bus access to health care and education facilities across the District and explored some potential changes to bus service provision.

- 2.26 The review identified some service changes that could be discussed further with bus operators, but recognised the current constraints on public sector support available to support bus services. The challenges of finding a business case for service operation changes where these would result in the requirements for additional vehicles, or result in competition between publically supported and commercially operated services, were also identified. There was limited compelling evidence for the service change ideas, in particular because of concerns about their commercial viability and the likely need for additional revenue support. The review pointed towards the importance of strengthening walking and cycling connectivity in particular for young people making short distance journeys to school.

3. Resources

- 3.1 The implementation of schemes identified in the Study would either be by developers or through the County Council's Capital Programme. There are no budgetary or resource implications at this stage, as no decision is being taken to progress any of the schemes identified in the Study. Budgetary provision would need to be made in due course for scheme development work and funding would need to be identified before any of the schemes could be implemented.
- 3.2 Before any scheme or package can be progressed by the County Council, it will need to be demonstrated that it delivers corporate ambitions and intentions; these include the objectives of the West Sussex Transport Plan and the priorities of the West Sussex Plan, particularly the delivery of wider economic benefits. Furthermore, even if a scheme or package would deliver corporate ambitions and intentions, there will be a need to prioritise the schemes as part of a phased approach to delivery (as this would give the flexibility to respond to funding opportunities as and when they arise).
- 3.3 Account also needs to be taken of the constraints on the County Council's resources and the competing pressures for funding across the authority. Therefore, even if a scheme/package is prioritised, this does not necessarily mean that it will be taken forward by the County Council. The progression of prioritised schemes/packages will be dependent upon the availability of internal and/or external funding. In addition, it should be noted that, even if external funding is available, this may be contingent on match-funding being provided by the County Council.
- 3.4 There are several possible sources of funding including:
- **Highways capital funding** – the County Council is allocated block highway funding grants from central Government which are allocated annually through the Annual Delivery Programme.
 - **Developer funding** – where improvements would help to mitigate the impact of development in Adur District, funding for mitigation measures may be secured through developer contributions. If a scheme is necessary to make development acceptable in planning terms, this would be through a section 106 agreement.

- **External challenge funding** – as opportunities arise, applications for funding can be submitted; for example to central Government or the Coast to Capital Local Enterprise Partnership (LEP). These are typically related to specific themes, issues or objectives such as the Local Growth Fund, which is linked to economic growth through delivery of housing and jobs. Funding tends to be allocated through a competitive process.

3.5 It should be noted that highways capital funding is unlikely to be a significant funding source for the schemes/packages highlighted in this report.

4. Consultation

4.1 **Members** – Consultation has taken place with Adur County Local Committee Members throughout the development of the Study through the Shoreham Area Sustainable Transport Package Feasibility Study Member Steering Group. A presentation was given in January 2019 on the outputs of the study to members of Adur District Council.

4.2 **External** - Workshops were hosted for key local stakeholders to shape the study in phase 1. This included representatives from Adur District Council, Lancing and Sompting Parish Councils, Brighton and Hove City Council, local bus operators, cycling groups, local amenity and resident societies. Further stakeholder and public consultation will take place at the next preliminary and detailed design stages, should proposals be prioritised and taken forward.

4.3 **Public** – No formal public consultation has taken place on the study elements at this feasibility stage. Formal public consultation would be expected to take place at the preliminary and detailed design stages for any of the infrastructure schemes that are progressed.

4.4 **Internal** – Internal consultation has taken place with subject specific technical experts, including highways project implementation, development management and passenger transport officers.

5. Risk Management Implications

5.1 The main risk associated with this report is that scheme improvement options are released into the public domain, raising expectation that improvements will be implemented before funding has been secured for implementation. To manage this risk, section 3 of the report clarifies that budgetary provision would need to be identified before any of the options could be implemented.

5.2 Some of the schemes are dependent on the acquisition of land which is outside the ownership or control of the County Council as highway authority. Early discussions have been taking place with relevant landowners to notify them of this work and initiate a discussion about potential implications.

5.3 Project risks would be updated in due course if any improvement scheme is progressed. Other risks identified at this feasibility stage include, funding and public acceptability.

6. Other Options Considered

- 6.1 Alternative approaches to the design of each proposal were considered, including for example; the provision of traditional shared use cycling and pedestrian facilities, and on-road cycle lanes. However these alternative approaches were not favoured by Members or stakeholders, so were not considered in further detail. Therefore, the design of each proposal represents the optimal solution for the current feasibility level of design and technical work. Alternative approaches could be reconsidered at later design stages if new information suggests that this would be desirable.
- 6.2 Another option considered is to not publish details of the schemes identified as part of the feasibility study as this could raise stakeholder expectations that schemes will be delivered. However, this would restrict the County Council's ability to engage developers and other local stakeholders in the development of the schemes to address deliverability issues and build local support.

7. Equality Duty

- 7.1 An Equalities Impact Assessment is not required as this is a consultation report and no decision is being taken to implement schemes at this stage. Stakeholder workshops during phase 1 of the study have informed the feasibility reports. Public consultation will be required as part of the next stages of the design process prior to implementation of any scheme. An Equalities Impact Assessment would usually be prepared at a later stage once public and stakeholder consultation has been undertaken.

8. Social Value

- 8.1 The proposals identified through the study are intended to promote sustainability in a number of ways. The proposals are intended to support strategic development and economic growth, provide social benefits through providing accessibility and active travel related health benefits, and provide environmental benefits through addressing traffic related emissions by providing sustainable travel alternatives.

9. Crime and Disorder Act Implications

- 9.1 The County Council does not consider there to be any foreseeable Crime and Disorder Act implications associated with this proposal.

10. Human Rights

- 10.1 No immediate implications. The rights of those living near to any improvement scheme and users of the transport network affected would need to be considered in due course, if any scheme is progressed.

Signatories

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Appendices

- A1 Shoreham Area Sustainable Transport Package – Feasibility Report A259
Shoreham to Brighton and Hove border NCN2 High Quality Cycle Route
- A2 Scheme drawing 01 (5552-GA-200) – A259 Adur Ferry Bridge to Western
Harbour Arm
- A3 Scheme drawing 02 (5552-GA-201) – A259 Western Harbour Arm to Grange
Road
- A4 Scheme drawing 03 (5552-GA-202) – A259 Grange Road to West Road
- A5 Scheme drawing 04 (5552-GA-203) – A259 West Road to Brighton and Hove
Border
- B1 Lancing and Sompting High Quality Cycle Route – Shoreham Area
Sustainable Transport Package Feasibility Study
- B2 Scheme drawing 05 (5552-GA-300) – Upper Brighton Road to West Street
(White Styles Terrace), Sompting
- B3 Scheme drawing 06 (5552-GA-301) – Busticle Lane (A27) to Western Road
North (Northgate Close), and West Street (White Styles Terrace) to Cokeham
Road (Abbey Road), Sompting
- B4 Scheme drawing 07 (5552-GA-302) – Cokeham Road (Boundstone Lane),
Sompting to Crabtree Lane (West Lane), Lancing
- B5 Scheme drawing 08 (5552-GA-303) – A2025 Grinstead Lane (A27) to A2025
Grinstead Lane (Grinstead Avenue)
- B6 Scheme drawing 09 (5552-GA-304) – Western Road (Hamble Road) to
Western Road (Ennerdale Drive)
- B7 Scheme drawing 10 (5552-GA-305) – Western Road (Railway Bridge) to
Western Road (A259)
- B8 Scheme drawing 11 (5552-GA-306) – A2025 Grinstead Lane (Grinstead
Avenue) to A2025 Grinstead Lane (South Street)
- B9 Scheme drawing 12 (5552-GA-307) – A2025 South Street (Grinstead Lane)
to A2025 South Street (A259)
- C1 Shoreham Area Sustainable Transport Package – A259/A2025 South Street
Junction, Feasibility Study
- C2 Scheme drawing 13 (5552-GA-101) – A259 Brighton Road/A2025 South
Street Junction
- D Shoreham Area Sustainable Transport Package - A27 NMU Crossings – Pre-
Feasibility Study
- E Adur District Bus Review

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West Sussex County Council

SHOREHAM AREA SUSTAINABLE TRANSPORT PACKAGE – FEASIBILITY REPORT

Shoreham to Brighton and Hove border NCN2
High Quality Cycle Route



West Sussex County Council

SHOREHAM AREA SUSTAINABLE TRANSPORT PACKAGE – FEASIBILITY REPORT

Shoreham to Brighton and Hove border NCN2 High Quality
Cycle Route

CONFIDENTIAL

PROJECT NO. 70025552

OUR REF. NO. 70025552-A259

DATE: FEBRUARY 2019

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1. INTRODUCTION

1.1. BACKGROUND

- 1.1.1. WSP has been commissioned to undertake technical feasibility work on a package of transport improvements in the Shoreham area, known as the Shoreham Area Sustainable Transport Package (Shoreham STP) on behalf of West Sussex County Council (WSCC).
- 1.1.2. Phase 2 of the study has used the findings from Phase 1 to develop a package of transport improvements. These will support growth and address the forecast impacts from the housing and employment development identified in the Adur Local Plan 2017 and the Shoreham Harbour Joint Area Action Plan (JAAP)¹.
- 1.1.3. A significant amount of redevelopment is proposed to come forward in the future along the A259 corridor in Shoreham. It is therefore pertinent to examine options for cycle infrastructure to: a) ensure high quality infrastructure is provided so that sustainable modes of travel can be encouraged and b) any required land acquisition could be incorporated, where possible, into masterplanning for the packages of development.

1.2. SCOPE OF WORKS

- 1.2.1. This element of the package transport improvements seeks to develop a high-quality cycle route along the A259 between Adur Ferry Bridge and the Brighton and Hove border. It is expected that the scheme will be extended following discussions with Brighton and Hove City Council to connect to the existing NCN2 at Hove Lagoon. This will enable National Cycle Network Route 2 (NCN2) to be re-routed along it and provide continuous provision between Shoreham Town Centre and central Brighton.
- 1.2.2. The scope is to provide a design that:
 - Achieves a hybrid type facility, where possible, giving segregation between cyclists and road vehicles, and cyclists and pedestrians;
 - Utilises land within the influence of WSCC or Adur District Council and avoids the need to acquire third party land, but which highlights any pinch points where third-party land acquisition may be required;
 - Provides priority to cyclists at quieter side roads/accesses and minimises delay for cyclists at busier junctions;
 - Considers the access requirements of passengers to bus stops, to balance the needs of cyclists, pedestrians and bus passengers;

¹ At the time of writing the JAAP has been submitted to the Secretary of State and is under examination.

- Retains existing parking and highway capacity where possible but which highlights any loss of these facilities required to provide high quality facilities and any mitigation measures;
- Connects to key strategic developments, employment, education, retail, community and leisure destinations along the route corridors, and which identifies any suitable locations for cycle storage facilities en-route;
- Complements and builds on strategic development site proposals for traffic, bus, and pedestrian and cycleway improvements for strategic development along the Western Harbour Arm, and for other development sites within the Shoreham Harbour JAAP area.

1.3. GUIDANCE DOCUMENTS

1.3.1. The proposal has given due regard to relevant guidance in cycle design including:

- Handbook for cycle-friendly design, Sustrans April 2014;
- International cycling infrastructure best practice study, TfL December 2014;
- LTN 2/08 Cycle Infrastructure Design, DfT October 2008;
- LTN 1/12 Shared Use Routes for Pedestrians and Cyclists, DfT September 2012;
- London Cycling Design Standards;
- Manual for Streets;
- Manual for Streets 2;
- Design Manual for Roads and Bridges;
- A Leeds/Bradford Cycle City Connect technical note compiled and shared by John White (Senior Engineer at Leeds City Council) and Richard Adams (City Connect Programme Assistant).

2. EXISTING SITUATION

2.1. A259

- 2.1.1. The A259 connects Hampshire to Kent via Chichester, Bognor Regis, Littlehampton, Worthing and Shoreham through West Sussex connecting on to Brighton. For much of its length it runs broadly parallel to the A27. Therefore, longer distance travel by car tends to be via the A27 with the A259 providing local connections.
- 2.1.2. The section of the A259 covered by this study comprises a mixture of commercial, industrial or residential segments. Some sections overlook the shore and areas of greenery, meeting a core design principle of providing an attractive route for cycling.
- 2.1.3. Except for the western extent of the route, where the A259 reaches the Town Centre, the carriageway width is more than 8 metres. This is greater than the recommended carriageway width of 3.65m per lane (7.3m total road width) taken from the Design Manual for Roads and Bridges (DMRB) and far greater than is required in an urban context (Manual for Streets 2, Section 8.6). This greater width encourages greater speeds and a dominance of the road along this corridor at present.
- 2.1.4. Along this section of the A259, there are five signalised junctions, some with advanced stop lines for cyclist on some or all arms. There are also 10 priority junctions, mainly on the northern side giving access to a mixture of residential roads and industrial estates. In the western half of the route, there are 10 accesses to commercial developments. These are predominantly served by ghost islands.
- 2.1.5. The 700 Coastliner service operates along entire length of the A259 every 10 minutes during the day, connecting Brighton & Hove and Shoreham with destinations towards Littlehampton. Bus stops typically consist of a flag with timetable only, however there are bus shelters at several places where there is higher demand and space allows.
- 2.1.6. Apart from a 150m section beside the Shoreham Yacht Club², there is a footway of varying width along the southern side of the A259. There are numerous uncontrolled pedestrian crossings along the A259, with refuge islands where the road is wider. There are also two puffin crossings situated where there is higher footfall.

2.2. NATIONAL CYCLE NETWORK 2 (NCN2)

- 2.2.1. In an eastern direction from Adur Ferry Bridge, NCN2 heads north via the town centre past Shoreham Station then east via Middle Road. It then goes south via Southwick Station and across the Adur dry dock, to Basin Road South, before rejoining the A259 at Hove Lagoon. This indirect

² There are redevelopment proposals for Sussex Yacht Club which provide the opportunity to facilitate pedestrian and cycling facilities on the south side of the A259 in this location (see Section 4.2.2).

route includes minimal formal cycling provision and passes through a highly industrial area when it enters the port area.

- 2.2.2. The proposed scheme aims to provide a safer, more desirable, direct route for NCN2, where cyclists can travel to Brighton from the Adur Ferry Bridge along the A259. This will reduce the length of the route between those locations by approximately 25% from 6.8km currently to 5.5km.

2.3. PROPOSED DEVELOPMENTS

- 2.3.1. These proposals will complement the Shoreham Harbour JAAP, the development strategy for Shoreham Harbour and the surrounding areas. The Proposed Submission plan (November 2017) states that the aim of the Shoreham Harbour JAAP 'is to deliver a series of appropriately located, high quality, sustainable, mixed-use developments including new housing, employment floorspace, leisure opportunities, improved public space and associated infrastructure including flood defences and transport improvements.'
- 2.3.2. As large areas of the port are in line for development, there is a unique opportunity to acquire more space along the A259 corridor to improve cycle infrastructure. It should be noted that the Shoreham Harbour Transport Strategy developed to support the JAAP identifies both improved cycling facilities along the A259 corridor, as well as a Waterfront Route for walking and cycling connecting from Surrey Hard to Kingston Beach to promote leisure access to the attractive Harbour front. This feasibility report concerns cycling facilities on the A259 itself and will inform the planning conditions for future development.

3. PROPOSALS

3.1. METHODOLOGY

3.1.1. In developing the strategy, a staged process was developed to analyse the options for each section of route. For each section, availability of space was assessed as per the below process (Figure 1) to achieve either:

- A “hybrid” path using 5.3 highway width;
- A reduced width segregated cycle facility using down to 4.6m of highway width; or
- A shared use path where widths are narrower.

Figure 1 – Process for determining options



3.1.2. The different levels of provision are discussed further in Section 3.3.

3.1.3. In developing the proposals, reference has been made to the Sustrans “Principles and Processes of Cycle Friendly Design”:

- Coherence;
- Directness;
- Safety;
- Comfort; and
- Attractiveness.

3.1.4. The coherence principle of design has been given additional weight in ensuring that there is a continuity of provision along the route where possible. Thus, a standardised cross section has been applied within hybrid sections, and bus stops and crossings have received consistent treatment. The technical details of these are discussed further in Section 3.3.

3.2. ASSUMPTIONS AND CAVEATS

3.2.1. It should be noted that the proposals are based on OS mapping data. The accuracy of this data cannot be guaranteed and there is a margin of error. Measurements taken on site have sought to validate the available widths assumed. However, it is strongly recommended that a topographical survey is conducted before any detailed design takes place.

3.2.2. This design is for feasibility and early costing purposes only and provides only an indication of what could be theoretically achieved. The drawings are not suitable for construction purposes and will need further development if they are taken forward.

3.2.3. Details such as drainage, levels and utilities have not been taken into consideration in development of the design. However, these risks have been captured where necessary.

- 3.2.4. As utilities are unknown, further investigation should be undertaken if this scheme is to be taken forward. Recent cycling schemes elsewhere within West Sussex have been impacted financially by utility diversion works. As Shoreham is in an urban context, it is likely that there are a significant number of utilities within the footway and the carriageway which will be impacted by the scheme. General assumptions regarding utility diversion costs have been included within the feasibility stage costings for the design, which are reported separately to this report.

3.3. PATH TYPES

- 3.3.1. In June 2017, WSP issued a draft report outlining different on and off-road options as part of Phase 1. Based on this, and following further WSCC discussion with local members and key stakeholders it was determined that a segregated 'hybrid' route should be developed. This was to address local concerns about conflicts between pedestrians and cyclists on shared use cycling facilities, for example on other sections of the NCN2 in Adur District at Lancing Beach Green and along Widewater Lagoon, and also to ensure a high-quality cycling facility providing segregation from road vehicles.
- 3.3.2. The definition of a "hybrid" route for the purposes of this scheme is a segregated cycle route where the cycleway is set at a level lower than the footway but above the carriageway. Figure 2 and 3 below show typical examples, taken from the Leeds to Bradford Cycle City Connect scheme, for what were defined as 'Type 1' and 'Type 2' designs.
- 3.3.3. In the context of Shoreham, it was decided to use the 'Type 1' design in Figure 2, as it was felt the hard segregation kerbs provided a slightly higher degree of segregation from the carriageway, and may be more likely to deter vehicles from parking on the facility. As the design develops, there is scope to change this to a 'Type 2' potentially demark an offset using coloured surfacing.
- 3.3.4. There are potentially locations where construction costs of the scheme may be reduced as the design is developed using a form of 'Type 1' design, where if the existing carriageway is significantly wide, simple back to back kerbs may be used to form the segregation from the main carriageway, avoiding the need to build up the cycleway. This could also make use of existing drainage using suitable breaks in the kerbs.
- 3.3.5. It should be noted that additional signage may be required like shown in Figure 3 to deter vehicles from parking or loading on the cycle track or footway, particularly for Type 2 type designs.

Figure 2 – Example of ‘Type 1’ 2-way hybrid route, Bradford (Source: Google)



Figure 3 – Example of ‘Type 2’ 2-way hybrid route, Bradford (Source: Google)



3.3.6. The main obstacle to achieving a hybrid path is the space required. The table below is taken from the Leeds – Bradford Cycle City Connect Technical Note. This accords with the width requirements set out in Sustrans Handbook for Cycle Friendly Design:

- For footways, 1.8m gives space for two wheelchair users to pass each other. 1.5m width allows for a person with a buggy to pass a pedestrian in the opposite direction. The desired width of 2.0m gives a greater level of comfort for all users, especially where flows are high.
- For cyclists, 2.5m gives a width of 1m for each cyclist with a 0.5m gap between them. A 1m width accounts for the dynamic width of a cyclist. At the narrower width of 2.0m, cyclists would need to slow when approaching another cyclist to reduce their dynamic width. For this reason, this reduced width should only be used over distances less than 25m as demonstrated in Table 1.

Table 1 - Recommended path widths (Source: Leeds/Bradford Cycle City Connect Technical Note)

	Desired (mm)	Minimum (mm)	Absolute Minimum (mm)*
Two-way cycleway	3000	2500	2000
Footway	2000	1800	1500

*Absolute minimum to be used only over short distances, less than 25 metres.

3.3.7. WSCC have requested the hybrid path to be routed along the south of the A259 with a bi-directional facility. The reduced frequency of accesses along the southern side as well as the future development along this side makes this an ideal solution for the A259 within Shoreham.

3.3.8. Bi-directional routes make more efficient use of space than two separate lanes, however they experience increased complexity at junctions and crossings.

3.3.9. LTN 1/12 Shared Use Routes for Pedestrians and Cyclists (DfT) also includes details of minimum cycle way widths, suggesting a 3m preferred effective width for a 2-way cycle track. This is slightly higher than the width assumed within the London Cycling Design Standards (LCDS) which suggests 2.5m to 2.8m for a medium to high cycle flows (medium cycle flows are defined as 150-300 cyclists per hour³). Additional width is also required to account for edge conditions:

- 200mm for a low upstand, up to 150mm in height
- 250mm for a vertical feature, 150mm to 600mm

³ A 5-day average peak hour (5-6pm) 2-way flow on the NCN2 near to Brooklands Leisure Park, East Worthing was recorded as 111 cyclists in June 2018. This permanent cycle counter is the busiest cycle monitoring location in West Sussex.

- 500mm for a vertical feature above 600mm. In addition, the Sustrans Handbook for Cycle Friendly Design advises that there should be a 0.5m separation from the carriageway.

3.3.10. Building on the guidance above and in Table 1, Table 2 indicates what layouts can be achieved where different corridor widths are available. Where less than 4.6m was available, a shared use path has been opted for.

Table 2 - Achievable Path Width Combinations

Cycle Facility Type	Road margin separation (m)	Cycleway (m)	Kerb upstand separation (m)	Demarcation / kerb	Footway (m)	Nearside vertical feature over 600mm	Total Width (m)
Hybrid ⁴	0.5	2.5	0.2	0.1	1.5-2	N/A	4.8-5.3
Segregated facility	0.5	2.5	N/A	0.1	1.5	N/A	4.6
Shared Use	0.5	1.5	N/A	N/A	1.5	0.5	4*

3.4. BUS STOPS

Across different countries and guidance, there is no consensus for balancing the demands of non-motorised users near bus stops; especially where space is restricted. Conflicting movements of bus stop users and cyclists is often presented as the main concern. The solution selected for this route (Figure 4) for the A259 is based on experience from implemented schemes including the Leeds/Bradford cycle route.

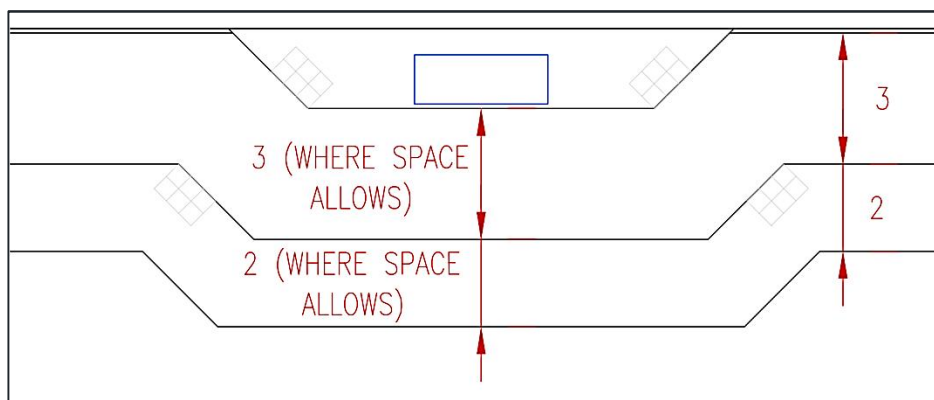
- Segregation between cyclists and pedestrians is maintained past the bus shelter.
- The bus shelter is located adjacent to the carriageway in an island. To access the bus stop, pedestrians must cross the cycleway from the opposing footway. It is proposed to provide a dropped kerb with tactile paving to highlight the need to look before crossing the cycleway. Additionally, it is proposed to colour the cycleway surfacing along the length of the bus stop.
- The proposed deflection follows Sustrans guidance where the cycle track should not deflect through more than 45 degrees.

⁴ 'A 'Type 1' design would involve an additional 0.2 kerb upstand separation for the carriageway segregation to meet this standard. It is suggested the segregating feature is 300mm wide to account for this. Alternatively, a coloured surfacing could be used.

* This figure will be less where there is no boundary feature at the rear of the path.

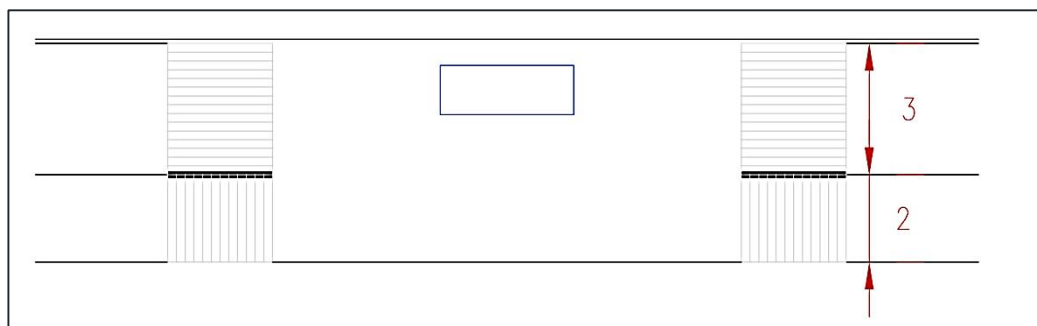
- Where there is insufficient space for this, it is proposed to reduce the width of the footway and cycleway, and have the cycleway deflect around the pedestrian zone in order to reduce cyclist speeds

Figure 4 – Bus Stop Island



- In areas of very limited space, it is recommended that the hybrid cycle route will transition into a shared space in vicinity of the bus stop (Figure 5). The bus border kerbs will be located in line with the carriageway facing the bus shelter, to prevent conflicting movements of people disembarking from buses and cyclists riding past.

Figure 5 – Bus Stop Shared Area



- 3.4.1. Consideration should also be given to the position of the bus stop. Where space is limited, the bus stop should be relocated if possible and/or kept as a flag only bus stop.

3.5. CROSSINGS

- 3.5.1. There is generally good connectivity across the road for pedestrians, with formal or informal crossing points consistent with desire lines. The existing pedestrian refuge islands are a minimum 1.2m wide, which is the recommended minimum width for pedestrians in guidance for pedestrian crossings LTN 2/95.
- 3.5.2. If the existing crossings were upgraded to a wider island, they would offer cyclist access/egress from the hybrid route. It is recommended that a review is undertaken of links from the north for cyclists and upgrades undertaken where necessary to connect to existing crossings.

- 3.5.3. If any development proceeds on the northern side of the road, the pedestrian refuge islands could be upgraded with formal cycle provision to the access and cycle parking in the new development.
- 3.5.4. Figure 6, taken from the Leeds to Bradford scheme shows how crossing points could be facilitated across the hybrid path.

Figure 6 – Example of Pedestrian Crossing across hybrid route (Source: Google)



3.6. CYCLE PROVISION ACROSS ACCESSES

- 3.6.1. To provide continuity for cyclists, best practice is to give non-motorised users priority over vehicular traffic from side roads where achievable. The principal concern with this arrangement is that priorities must be clear and sufficient visibility is achieved so that cyclists and cars can see each other approaching the junction.
- 3.6.2. Guidance from Sustrans⁵ recommends that routes which cross accesses with very low flows should continue uninterrupted. An assumption has been made for each junction about flows and these will need to be validated at preliminary design stage. The Leeds-Bradford cycleway used the table below for reference:

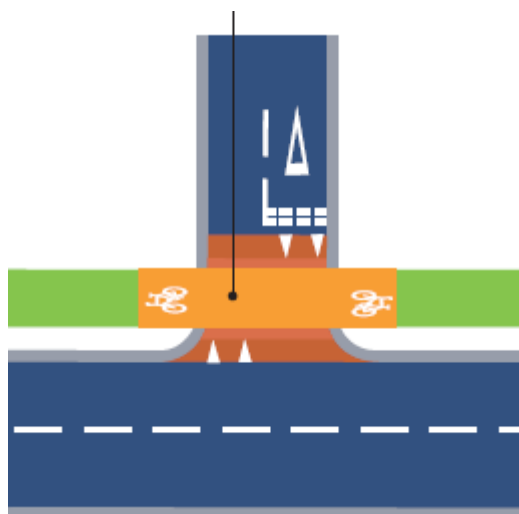
⁵ Sustrans - Handbook for cycle-friendly design, 2014

Table 3 - Recommended cyclist provision across side-accesses (Source: Leeds/Bradford Cycle City Connect Technical Note)

Treatment	Side Road Traffic Flow (vehicles per hour)		Space		Speed Limit	
	<=10	>10	Restricted	Unlimited	30mph	40mph or above
Cycleway/ footway across private access	yes	no	yes	yes	yes	yes
Cycleway/ footway across side road	yes	no	yes	yes	yes	yes
Set-back speed table	yes	yes	no	yes	yes	yes
Cycle lane taken across a side road	Consider options above	yes	yes	yes	yes	Consider options above

3.6.3. To achieve priority for pedestrians and cyclists at junctions/accesses with low flows and space restrictions, the preferred option is to incorporate a raised, inline crossing (Figure 7). This can only be done if sufficient visibility is achievable on the approach to the junction and if there is sufficient space for the width of the ramps. Additionally, the hybrid route will transition to a shared use path near these crossing points.

Figure 7 – Raised Crossing (Source: Sustrans Handbook for Cycle Friendly Design)

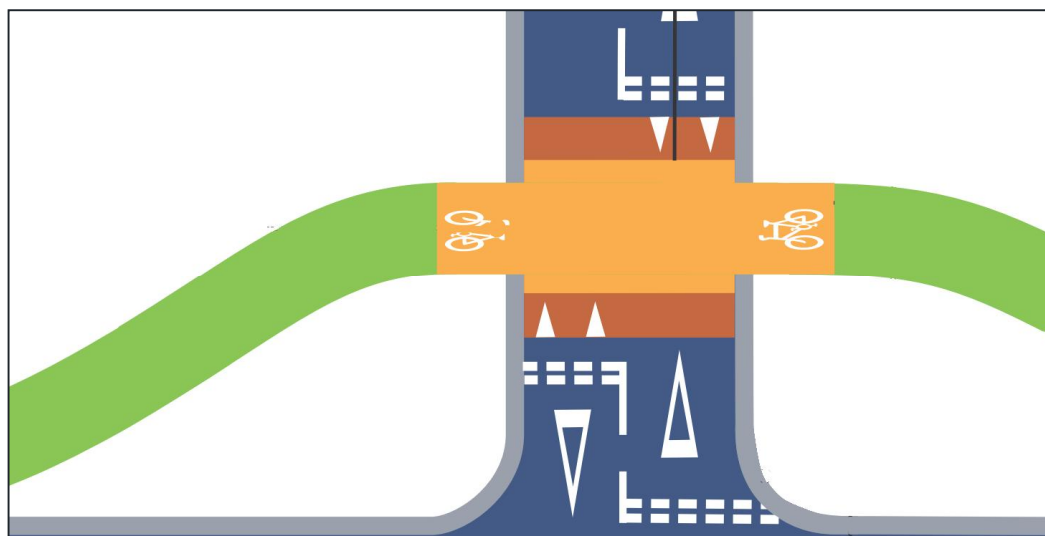


3.6.4. To facilitate priority for pedestrians and cyclists at busier accesses, setting the crossing back from the road by 5m (a car length) increases the visibility for users as well as giving capacity for vehicles to turn in and out. Approaching vehicles can be slowed by placing the crossing on a raised table and its presence highlighted by the use of a coloured surface.

3.6.5. The arrangement displayed in

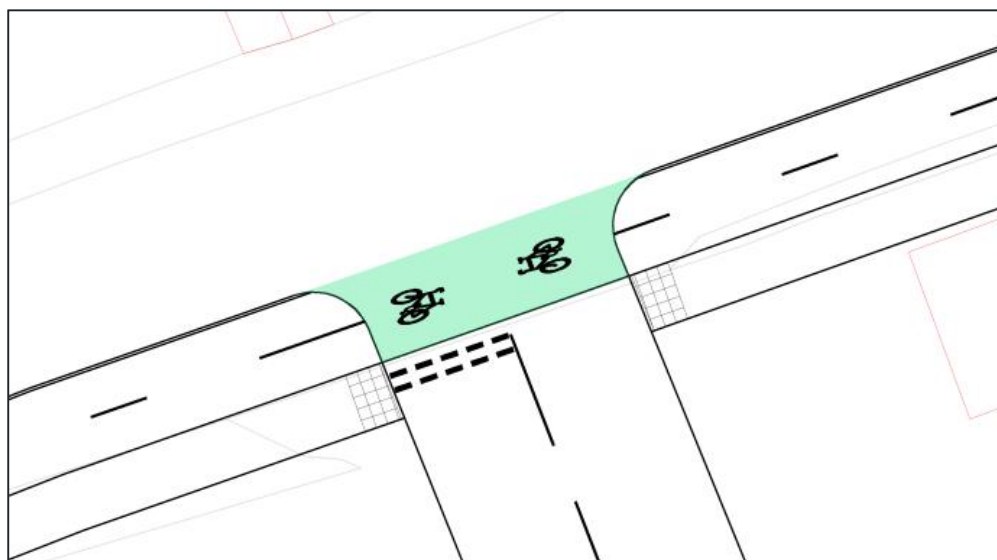
- 3.6.6. Figure 8 has not been shown in this scheme due to space constraints. However, this should be considered as an option for new developments, for example as development sites come forward in the Western Harbour arm.

Figure 8 – Set Back Raised Crossing (Souce: Sustrans Handbook for Cycle Friendly Design)



3.6.7. A raised table is not appropriate for all situations, particularly where the access is used by HGVs. A reduced solution for cyclists at junctions is to provide coloured surfacing with give way markings for vehicles approaching from the side road/access. At these locations, radii will be tightened where possible to reduce the crossing distance and turning speeds of vehicles. This layout is shown below in Figure 9.

Figure 9 – Minor access road crossing with constrained space



3.6.8. The crossing arrangements proposed at specific locations will be subject to road safety audit assessment in due course to consider safety issues at each junction.

3.7. PARKING

3.7.1. One mechanism to increase the amount of road space available for the provision for cyclists is to remove on-road parking. However, consideration must be given to where displaced vehicles will

park instead. Where parking is proposed to be removed, alternative parking capacity has been considered nearby.

- 3.7.2. There are a number of sections of route where on-street parallel parking bays have been incorporated and a 2m width of bays has been assumed within the designs.

3.8. CONNECTIONS TO KEY STRATEGIC DESTINATIONS

- 3.8.1. There are a large number of attractors in the vicinity of the route, with the large majority situated directly on the A259 or to the north. As the route utilises the southern side of the A259, consideration should be given to cyclists accessing and egressing from the route to encourage the route to be used.
- 3.8.2. Many of the key destinations are clustered in the vicinity of the local distributor roads which connect to the A259. Care has been taken to design these junctions to improve connectivity for cyclists. These are:
- Eastern Avenue
 - Kingston Lane
 - Station Road
 - Gardner Road

These roads are linked by local residential streets which are quiet and conducive to cycling.

3.9. CYCLE STORAGE FACILITIES

- 3.9.1. The provision of good quality cycle storage facilities is essential to provide for end to end journeys and make cycling attractive. Any provision needs to suit all types of bike and be located in a secure location appropriate to the main users.
- 3.9.2. In vicinity of shops, Sheffield stands located in a visible location, connected to the hybrid cycle route are ideal as they allow for a variety of bikes to be parked and offer good natural surveillance. The retailers along the cycle route predominantly have car parks and these provide an ideal location for cycle parking. Within Shoreham Town Centre there is already cycle parking which should be reviewed if demand increases.
- 3.9.3. Where there are a cluster of businesses, and the predominant user will be employees, covered, well-lit cycle parking should be provided. This ideally should be in a location where the general public does not have access. Therefore, location of these is outside the remit of this report and the direct influence of WSCC.
- 3.9.4. It is suggested that cycle parking is provided at leisure attractions along the A259 such as adjacent to Shoreham Lighthouse and Fishersgate Park.

3.10. SWEPT PATH ANALYSIS

- 3.10.1. All accesses along the route have been evaluated using swept path analysis with the maximum legal length articulated vehicle (16.5m). Where overrun of vehicles was identified, this was also noted to occur with the existing geometry; none of the roads where this occurs will be accessed by large HGVs so this is not deemed an issue.

3.11. HIGHWAY DESIGN STANDARDS

- 3.11.1. The A259 is an A-road under the jurisdiction of WSCC. Although it is not a trunk road, the high volume and nature of vehicle flows means that WSCC considers the 7.3m width DMRB design standard as appropriate for this road. Some sections of route require a narrowing of the carriageway below the 7.3m DMRB standard and where this is the case, these will require a Departure from Standards process to be completed.

3.12. ASSET MAINTENANCE

- 3.12.1. It is recommended that an asset management plan is prepared for the proposed infrastructure at the next design stage which considers issues in relation to maintenance arrangements and costs. For example, Type 1 cycle facilities are likely to require bespoke maintenance vehicles, such as quads, to keep cycle facilities clear of broken glass, leaves and other detritus.
- 3.12.2. Further dialogue will be required with street cleaning services to ensure detritus does not deter cyclists from using the facilities. It is understood street cleaning is operated at District and Borough Council level in West Sussex. Infrastructure life cycle and maintenance regimes for infrastructure such as paved and painted surfaces, as well as winter maintenance arrangements, will also need to be set out, costed and agreed.

3.13. PLANNING PERMISSION

- 3.13.1. It is assumed that the works proposed within this feasibility study are 'permitted development' under Part 9, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015⁶. This states that a planning application would not be required (unless the proposal requires an Environmental Impact Assessment) if:

“A. The carrying out by a highway authority—

(a) on land within the boundaries of a road, of any works required for the maintenance or improvement of the road, where such works involve development by virtue of section 55(2)(b)(1) of the Act; or

(b) on land outside but adjoining the boundary of an existing highway of works required for or incidental to the maintenance or improvement of the highway.”

- 3.13.2. The proposed works are assumed not to require an Environmental Impact Assessment based on guidance on screening selection criteria⁷.

⁶ <http://www.legislation.gov.uk/uksi/2015/596/schedule/2/part/9/crossheading/class-a-development-by-highways-authorities/made>

⁷ <https://www.gov.uk/guidance/environmental-impact-assessment#Screening-Schedule-2-projects>

3.14. NATURAL ENGLAND ENGLAND COAST PATH PROPOSALS

- 3.14.1. It is noted that Natural England are developing proposals for the England Coast Path and that this proposes to utilise sections of the A259 between Shoreham and Southwick lock gates⁸. The cycle route facilities explored in this study have the potential to enhance the England Coast Path proposals and this should be considered in further detail at the next stages of design.

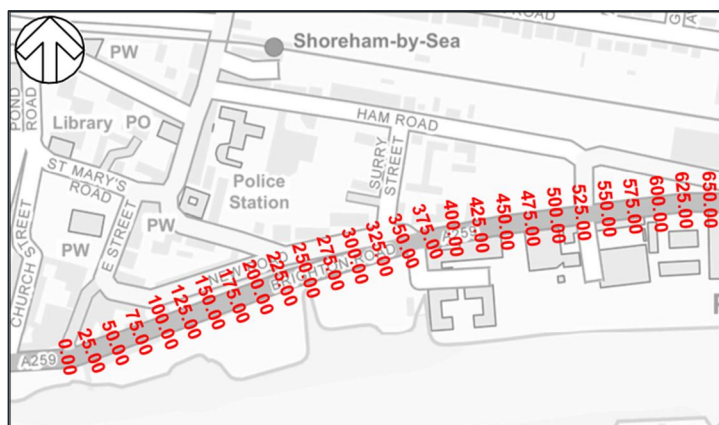
⁸ <https://www.gov.uk/government/publications/england-coast-path-from-shoreham-by-sea-to-eastbourne-comment-on-proposals>

4. PROPOSED DESIGN

4.1. INTRODUCTION

4.1.1. This section discusses the proposed design and the constraints/opportunities which informed it. The proposed design is shown in detail by drawings 5552/GA/200 to 203.

4.2. CHAINAGES 0 TO 650 (SHOWN ON 5552/GA/200)



Chainage 0 - 325

- 4.2.1. This section commences at Adur Ferry Bridge, a shared pedestrian and cyclist bridge, within Shoreham Town Centre. At this point there is a Toucan crossing connecting to the Town Centre and onwards to Shoreham Train Station via a shared space. It continues to the Parcelforce Development site to the east. As additional available space to accommodate the cycling facility will be limited, this first section of the route is proposed as a segregated facility with a raised white line separation.
- 4.2.2. WSCC have given a working assumption that a 3m strip of land can be obtained from the Sussex Yacht Club which relates to redevelopment proposals at this site. Narrowing the carriageway through here to 6.5m width leaves 4.6m of remaining space for a segregated facility to be achieved between Adur Ferry Bridge and the Parcelforce Development (Chainage 225). There is scope to reduce the carriageway width due to this section's proximity to the High Street – it is desirable for the streetscape to encourage slower speeds. 6.5m has been assumed to be the minimum acceptable width at this location bearing in mind the nature of vehicle flows along the A259 which is a key secondary east-west route to the A27 balanced against the proximity of this location to the High Street. This proposed narrowing will require a Departures from Standards process to be completed.
- 4.2.3. The existing petrol station at Chainage 50 requires fuel tanker access. Swept path analysis indicates that narrowing the road to 6.5m at this location will not prevent petrol tankers from turning into/out of the premises.
- 4.2.4. One existing access to the Yacht Club is located at Chainage 135, however it is understood that this is proposed to be relocated to approximately Chainage 75 as part of the Yacht Club redevelopment. As further land acquisition at Sussex Yacht Club is not possible and vehicle turning flows are likely to be low, cycle lane markings and coloured surfacing are proposed to continue the route across the junction. Any detailed design proposal will need to ensure that drivers leaving the premises have

adequate visibility leading up to the exit. This will also relate to the size of any yacht/boat movements by road to and from the site and the height of the linked proposal for a flood defence wall here.

- 4.2.5. The existing access at Chainage 325 is being relocated to Chainage 300 as part of the redevelopment works. It is proposed to remove the proposed ghost island for the new junction at Chainage 300, as the additional space is required to accommodate the segregated facility. Carriageway lane widths continue at 3.25m each from in front of the Sussex Yacht Club site up to the new junction. Junction modelling will be required at the next stage of design to further understand the implications of removing this right turn lane. TD 42/95 recommends simple T-junctions where major arm Annual Average Daily Traffic (AADT) does not exceed 13,000 and minor arm AADT does not exceed 300.
- 4.2.6. A recent traffic count at Adur Ferry Bridge suggests AADT flows of 16,000-17,000 vehicles which exceeds this threshold, whilst information from the Transport Assessment for the Parcellforce Development⁹ suggests minor arm AADT flows exceeding 300, so this issue requires further consideration at the next design stage.
- 4.2.7. As the planning agreement for the Parcellforce Development was agreed prior to proposals for the cycle route through this area emerging (and prior to proposals in relation to Sussex Yacht Club), it was not possible to request additional land as part of the redevelopment. Additional land acquisition of 4.5m² has been shown from the Parcellforce site leaving a 0.5m boundary to the north of the supermarket car park. A minimum 4.5m wide shared use facility can be accommodated through this section.
- 4.2.8. This will impact on up to 7 medium height trees in front of the development site and this will require environmental assessment at the next design stage. If no future third party land acquisition is achievable here the minimum total/effective widths for a shared use facility at this location is 3.7m/3.2m.
- 4.2.9. The proposals for the development include a puffin crossing at Chainage 315. Restrictions to footway space on the north side of the road means there is not space to accommodate a toucan crossing facility here, whilst relocating this facility slightly to the east as part of the development works was not deemed to be acceptable as part of the development highway agreement discussions due to the proximity to the New Road and Surrey Hard junctions.
- 4.2.10. It is noted that from Chainage 0 to 325 the route passes through or adjacent to the Shoreham-by-Sea conservation area, which will be a consideration for the subsequent stages of design development of the proposals.

⁹ Proposed Mixed Use Development, 79-81 Brighton Road, Shoreham-by-Sea, Transport Assessment, March 2012.

Chainage 325-470 – Surrey Hard/New Road Junction

- 4.2.11. The design here proposes to retain the right turn lanes for Surrey Hard and New Road, and assumes land acquisition from the Parcelforce site leaving a 0.5m boundary to the north of the supermarket car park. A minimum 4.5m shared use facility can be accommodated through this section.

Chainage 415-465 – Existing on-road parking

- 4.2.12. The existing on road parking has been retained.

Chainage 465-610 – Eastern Avenue Junction

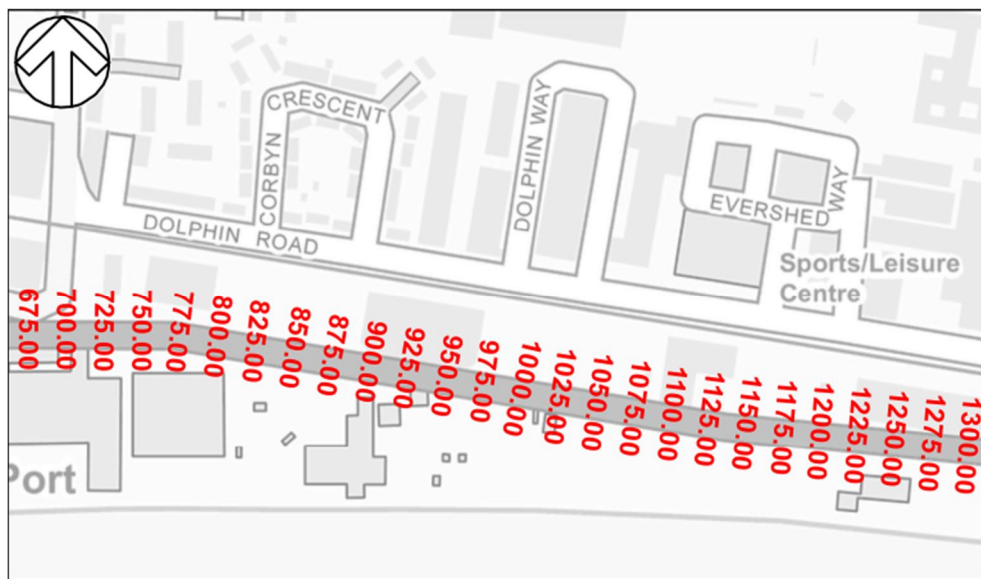
- 4.2.13. To achieve a 5.3m width hybrid path, an additional 3.25m piece of land needs to be acquired from to the north or south. Redevelopment is presently in progress in the south-western corner, which limits options for future land acquisition. It is therefore proposed land is acquired to the north as this is owned by Adur District Council. The land acquisition would be between Chainage 465 and 610. Lane widths through this area are 3.25m for both the through lanes and the right turn lane.
- 4.2.14. Initial optioneering suggests that reducing the eastern and western approaches to a single lane will allow a 5.3m hybrid path to be constructed without obtaining any additional land, however this would be expected to have an unacceptable impact on the capacity of the junction.
- 4.2.15. Various configurations of the junction were drafted. Segregating cycle provision from pedestrians at the junction raised concerns about potential conflicts between cyclist and pedestrian movements. Separate phases for cyclists and pedestrians were not considered appropriate for the expected level of demand. Other configurations which separated cyclists from pedestrians required measures that were judged over-onerous for the demands expected. Given the modest pedestrian and cyclist flows expected at this junction, any conflicts may be justifiable given their low likelihood of occurring, however for the avoidance of doubt, the preferred proposal gives all pedestrian and cyclist provision in the vicinity as shared space, and it is noted that this design approach has been used around key junctions on the Leeds-Bradford scheme.
- 4.2.16. Toucan crossings are proposed between all arms. Further modelling of expected vehicle, pedestrian and cycle flows at this junction will be required at the next stage of design. While there is the potential to consider all 'green' phases for pedestrians and cyclists, this will need to be balanced against the anticipated impact on traffic flows at the junction, and in particular how this might interact with bus priority technology at the junction, which it is understood currently prioritises the movement of late running buses through the junction.
- 4.2.17. There is the potential for the operation of the junction to be adjusted in future to give more priority to pedestrian and cycle movement, to reflect increasing sustainable mode share for the corridor following implementation of the scheme. This might include 'advanced detection' for cyclists approaching the junction and a north-west to south-east diagonal crossing through the junction allowing pedestrians and cyclists to cross the junction in one movement.
- 4.2.18. A short section of 4m wide (3m effective width) shared use path is proposed on the western side of Eastern Avenue linking around and into New Road. This also assumes 3.25m for 3 running lanes on Eastern Avenue. A dropped kerb is proposed in Ham Road allowing cyclists travelling to and from the Town Centre and Railway Station to avoid travelling on-carriageway in Eastern Avenue. This will require redevelopment on the former Civic Centre site to also be set back on its Eastern Avenue frontage to facilitate this.

- 4.2.19. Land acquisition will also be required from ‘The Ham’ play area east from the junction to the north of Brighton Road. This is not believed to affect the skate park itself, or any trees, however this green space does have ‘village green’ status and approximately 110 square metres would be affected¹⁰.
- 4.2.20. It has been assumed that encroachment into the village green for the purpose of providing enhanced cycling facilities also would require de-registration of land particular in this case because a small section of carriageway will be realigned to the north across the land. It is understood that any area of green proposed for deregistration which is larger than 200 square metres must definitely be accompanied by the designation of appropriate replacement land as Village Green in its place. For areas of land less than 200 square metres, alternative land should still be offered. Applications to de-register village green must be made to the Secretary of State¹¹. It is also noted that Adur Local Plan policy 32 requires loss of recreation space to be replaced by equivalent or improved provision in terms of quantity and quality of space in a suitable location.

Chainage 610-650 – Western Harbour Arm

- 4.2.21. This final section is within proximity to the Western Harbour Arm development. The redevelopment of this area of land gives scope to acquire land for the hybrid cycle route. This will be discussed further in the next section. From Chainage 575 to the east in front of expected future development sites, it is assumed that 5.3m of highway space will be acquired back from the existing carriageway kerb line between the footway and road.

4.3. CHAINAGES 650 TO 1300 (SHOWN ON 5552/GA/200)



¹⁰ Additional village green lane has been assumed to require de-registration at Kingston Beach to facilitate this scheme (see Section 4.4.12).

¹¹ <https://www.gov.uk/guidance/manage-your-town-and-village-greens>

Chainage 650 – 790 Free Wharf

4.3.1. Planning approval for the Free Wharf development site was granted prior to finalisation of these feasibility plans. In front of the Free Wharf redevelopment site, there is an opportunity to narrow the carriageway width to a minimum 9.25m carriageway width (6.5m for 2 running lanes, and 3m for central ghost island). This narrowing will require a Departure from Standards process to be completed. The ghost island through this section enables vehicles to pass waiting buses. This narrowing, together with the utilisation of WSCC highway and additional property land (Chainage 650-700), should enable provision of a 4.6-5.1m segregated/hybrid path along this section. There are some existing trees and there is existing vegetation within the WSCC highway and property boundary in this area and suitable compensation for any impacts will need to be considered at the next stages of design, in conjunction with the proposals for the Free Wharf development.

Chainage 790-1300 – West Harbour Arm development

- 4.3.2. The remainder of the West Harbour Arm development area offers greater flexibility to the south of this portion of the A259. There are broadly two approaches: to minimise the works required to achieve the path, which will involve acquiring additional land, or to minimise additional land required from future development.
- 4.3.3. In the design presented the southern kerb alignment is shown as being maintained along the whole section, in order to reduce the works required considerably, but therefore requiring more land from the south. The additional land required is summarised below in Table 4. It should be noted that where any development sites are unlikely to be developed for some time, it may be necessary to consider kerb realignment in order to facilitate completion of the cycle route before all development sites have come forward.

Table 4 - Additional land required from Western Harbour Arm to achieve 5.3m hybrid path.

Chainage	Land required from the south
540-650	≤ 3.6m
930-1175	≤ 3.1m
1185	4.7m if set-back raised crossing used
1200-1325	≤ 2.9m

4.3.4. Alternatively, to minimise the land required from the West Harbour Arm development, a combination of removing ghost islands, reducing road widths to 7.3m with some localised land acquisition could allow space for a 5.3m hybrid path. This would rely on removal of a number of ghost islands – the impact of removing these would need to be modelled in detail. TD 42/95 recommends simple T-junctions where major arm Annual Average Daily Traffic (AADT) does not exceed 13,000 and minor arm AADT does not exceed 300, so a more informed design could be formed once the relevant data on turning movements is known.

- 4.3.5. The appropriateness of proposals to reduce the highway width to 7.3m (for 2 running lanes) or remove ghost islands to allow more redevelopment space will need to be considered on a case-by-case basis in the dialogue for individual development proposals. As noted above, the existing ghost island allows traffic to overtake buses waiting at stops along the route.
- 4.3.6. The proposals for the accesses and crossings along the Western Harbour Arm development are based on best practice as set out in Section 3.6. Once more details are known about prospective developments, the proposals may not be suitable in the proposed context, or there may be opportunity to improve the proposals further.
- 4.3.7. It is noted that the Shoreham Harbour Transport Strategy identifies a priority intervention for the A259 corridor ‘2C New Accesses into Western Harbour Arm’ to ‘Consolidate the number of junctions with the A259 to provide access points into the development and to the Waterfront Route with safe pedestrian and cycle crossing facilities. If signalised, the accesses will require the latest technology with bus priority’. The designs presented show indicatively site access locations where they are currently positioned. However, opportunities to consolidate these access points through master planning the developments could simplify the number of crossing points of the hybrid facility.
- 4.3.8. Section 3.6 detailed the different types of junction treatment that can be considered for the cycle route crossing the development access side roads. In terms of development site viability, a design that keeps the crossing facilities broadly flush to the main carriageway is likely to provide benefits. However, if development access points are to be combined and therefore result in junctions with higher access flows, it may be necessary to consider set back of the junction design like shown in Figure 7. This will require further consideration as development sites come forward, with the intention that junctions are designed so to provide continuous priority for cycle flows.

4.4. CHAINAGE 1325 TO 1950 (SHOWN ON 5552/GA/201)



Chainage 1325 to 1725 – Western Harbour Arm

- 4.4.1. As with the previous section, there are two options for the final section of the Western Harbour Arm development. The option to take land from the development has been shown. Table 5 shows the width of the land that would need to be acquired.

Table 5 - Additional land required from Western Harbour Arm to achieve 5.3m hybrid path.

Chainage	Land required from the south
1325-1520	≤ 3.1m
1535-1725	≤ 4.2m

4.4.2. The caveats concerning accesses and crossings in Sections 4.3.6-4.3.8 are also valid in this section.

Chainage 1725-1765 – Transition from hybrid to shared use

4.4.3. Up to 1.7m is required from the development to the south for transition from 5.3m hybrid path to a shared use path for the pinch point to the east because of the Old Customs House. However, it is recommended that 3.2m is obtained at this section of the development in anticipation of the Old Customs House being made available for development and allowing the full 5.3m hybrid route.

Chainage 1725-1865 – The Old Customs House

4.4.4. There are no current plans to develop the Old Customs House, outside of which there is a narrow footway 1.3m wide. Opposite the Old Customs House is on-street parking used by local residents.

4.4.5. Removing the on-street parking would allow for a short stretch of shared use path in front of the Old Customs House, with a 6.5m road width. This is the design that is shown here. 7 parking spaces would need to be removed in front of the Old Customs House in order to facilitate this, one of which is a disabled parking bay. There is an off-road, permit car park for residents on the northern side with approximately 18 spaces which may aid to offset this loss of parking, although the level of usage of this is unknown. This would require local consultation at the next stage of the design process.

4.4.6. If parking is retained, this would enable a below standard shared use path with a road wide enough for HGVs to pass slowly. In practice, in this configuration opposing HGVs would be forced to pass one at a time and cause delays at this pinch point. A 3.2m total width (2.2m effective width) shared use path allows a road width of 5.5m where the road is narrowest, however given the nature of vehicle flows along the A259, it appears unlikely that this would be an acceptable Departure from Standard.

4.4.7. Alternatively, the existing carriageway could be narrowed only slightly to 6m, to allow a wider path. However, the 2.7m total width remaining is likely to be unacceptable for a cohesive ‘high-quality’ cycle route.

4.4.8. Should the Old Customs House be included in future plans for development, an additional 3.6m of land would be ideal to facilitate the continuation of the hybrid route with 7.3m road width.

Chainage 1865-1925 – Section overlooking the waterfront

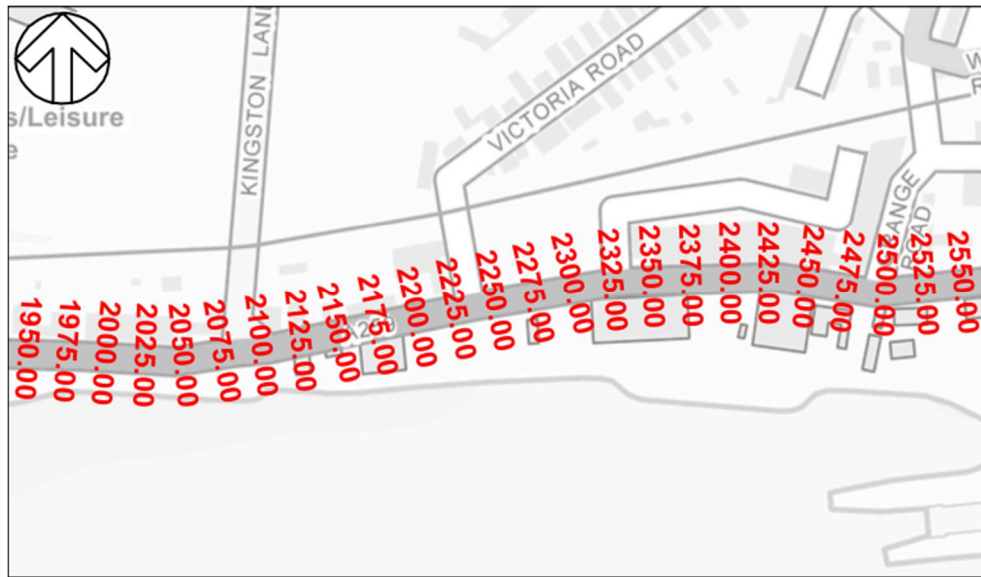
4.4.9. There is an opportunity to use land to the south at this location which is understood to be within the control of Adur District Council. There is a level difference of 0.7 to 1.4m between the top and bottom of bank through here. If no land is acquired, a shared use path would be possible albeit with a below standard width.

- 4.4.10. Kingston Lighthouse at Chainage 1865 is a Grade II listed building. There is an approximate 5.5m green space between the door of the building and the back of the existing footway. 2.5m of land has been shown to be used for the hybrid path, leaving a minimum of 3.0m between the door and the proposed hybrid path, as a balance between protecting the curtilage of the building and providing appropriate road and cycle facility width. This could provide a 5.3m hybrid cycle facility and retention of a 6.5m wide carriageway and 2m width parking bays, Consultation will be required with the Adur District Council Conservation Advisor at the next stage of design to discuss the impact of this proposal on the curtilage of the listed building. Opportunities to improve the setting of the listed buildings, by improving street furniture including fencing, seating and the adjacent bin should be considered as part of detailed design. Treatment of the vehicle access to Kingston Beach and any high contrast surfacing should also consider the setting of the building.
- 4.4.11. To enable an effective extension of the hybrid path to the east, a retaining wall has been shown following initial discussion with WSCC. This has been shown because of concerns about the need to minimise on-going maintenance costs of other forms of possible structure, such as a boardwalk like installed in Southampton along the River Itchen as part of the Sustrans Connect 2 scheme. The proposed width of 5.3m will be maintained through this section.
- 4.4.12. The ecological impact of encroachment into Kingston Beach will require a Preliminary Ecological Appraisal. While the affected area does not carry any statutory or non-statutory ecological designation, impacts on the intertidal habitats of this area will need to be assessed. There may be program implications for any ecological surveys likely to be required as part of this appraisal (i.e. if surveys can only be carried out in specific seasons) which will need to be considered in the future project planning. Any loss in biodiversity value should be avoided wherever possible, mitigated where it is unavoidable, and compensated where it can clearly be demonstrated that avoidance or mitigation is not possible..
- 4.4.13. Kingston Beach has ‘village green’ status and approximately 835 square metres would be affected¹² which assumes that the Old Customs House is retained. It has been assumed that encroachment into the village green for the purpose of providing enhanced cycling facilities also would require de-registration of land particular in this case because a small section of hybrid path will be provided to the south across the land. It is understood that any area of green proposed for deregistration which is larger than 200 square metres must definitely be accompanied by the designation of appropriate replacement land as village green in its place. For areas of land less than 200 square metres, alternative land should still be offered. Applications to de-register village green must be made to the Secretary of State¹³. It is also noted that Adur Local Plan policy 32 requires loss of recreation space to be replaced by equivalent or improved provision in terms of quantity and quality of space in a suitable location.

¹² Additional village green land is assumed to require de-registration at The Ham to facilitate this scheme (see Section 4.2.18).

¹³ <https://www.gov.uk/guidance/manage-your-town-and-village-greens>

4.5. CHAINAGE 1950 TO 2550 (SHOWN ON 5552/GA/201)



Chainage 1925 - 2085 – Section overlooking the waterfront

4.5.1. Paragraphs 4.4.11 to 4.4.13 also apply for this section of the route.

Chainage 2085 – Kingston Lane junction

4.5.2. The existing Kingston Lane signalised junction incorporates an efficient arrangement for vehicles within its limited footprint. Pedestrians are required to cross in two phases via a central island. This allows more vehicle movements to run simultaneously with pedestrians in a single stage. Carriageway space has been maximised in order to facilitate two approach lanes from the eastern and northern approach.

4.5.3. In order to accommodate the hybrid route through this constrained area, the design shows the hybrid route continuing through a third-party strip of land (150m²) between Chainage 2085 and 2150. Initial dialogue has taken place with the landowners and business lease holder regarding the potential to acquire additional land in this area to facilitate the cycle facility. Further dialogue will be required with regard to any future proposals which will need to protect the interests of the business occupier of this site.

4.5.4. It is proposed to provide direct toucan crossings between shared-use paths on either side. Further modelling of expected vehicle, pedestrian and cycle flows at this junction will be required at the next stage of design.

Chainage 2085-2205

4.5.5. The properties at 7-27 Albion Street are owned by Adur District Council and are currently being redeveloped. This gives an opportunity to realign the highway to the north to achieve a wider path to the south. Negotiations with the developer at this location pre-dated the finalisation of these study designs and a portion of land between 1m and 1.2m from the back of the existing footway is being made available to facilitate the cycle facility because of the planning constraints within the site.

4.5.6. Further land acquisition to the south to the east of chain 2150 is constrained by safeguarding of the minerals wharf within the West Sussex Minerals Local Plan 2017. A below standard 6.5m

carriageway width is assumed through this section. This proposed narrowing will require a Departures from Standards process to be completed.

- 4.5.7. This could allow a segregated facility or a shared use facility of between 4.1m and 4.3m assuming footway widths on both sides of the road of 1.5m. It is also understood there are some small parcels of unregistered land which dissect the site and abut the edge of the existing highway boundary. Pieces of unregistered land totalling 7.4m² would also need to be acquired within the scheme. If carriageway narrowing below 7.3m is not acceptable in this location a shared use facility of 3.3–3.5m total width (2.3-2.5m effective width) should be possible.
- 4.5.8. To the east of 7-27 Albion St is Montgomery Motors. It is understood that the land owners are considering potential redevelopment of the site, so to continue a coherent cycle facility 1.9m² of third party land from the south west corner of this site has been assumed within the design, consistent with the 1.2m land acquisition at the front of 27 Albion St. If redevelopment does not come forward at this site the realigned northern kerb line would tie into the existing kerbline at Montgomery Motors where the existing footway is 1.2m wide. This would result in a pinch point in the transition between the two property boundaries where a 6.5m carriageway would result in a 3m wide shared use path of total width.

Chainage 2155 - localised pinch point

- 4.5.9. Due to the localised pinch point caused by the boundaries of properties at this point and need to maintain the right turn lane, the hybrid path will locally narrow to a 4m wide shared use path for a short section.

Chainage 2205-2280 – Victoria Road junction and Dudman site access

- 4.5.10. At this location it is possible to achieve a 7.3m carriageway with a segregated facility whilst retaining the kerb alignment to the north by removing the existing ghost islands. Further modelling at the next design stage will be required to understand the implications of removing the right turn lanes.
- 4.5.11. Putting a raised crossing at the access to Dudmans Aggregate would increase the amount aggregate spilt on carriageway as HGVs leave the depot. Currently there is evidence of spillage occurring from exiting vehicles. It is proposed that high contrast surfacing and road markings to draw attention to cyclists/pedestrians crossing.
- 4.5.12. It was observed that the wheel washing facilities at this location are not effective, and the surrounding carriageway had significant silt deposits. Silts, aggregates and dust can pose a risk to the health and safety of cyclists. As part of proposed infrastructure improvements, it would be pertinent to request improved wheel-wash facilities.
- 4.5.13. It has been proposed to remove the ghost island right turn lane in order that the cycle and pedestrians facilities are positioned such that they provide greater visibility to HGVs leaving the depot. Other arrangements of this junction crossing point could be considered such as setting the crossing back within the existing bell mouth which may enable the right turn ghost island to be retained, however this will require safety assessment and further consideration at the next design stage.

Chainage 2280-2485 – Access to the Grange Industrial Estate

- 4.5.14. A minimum of 6.6m carriageway with a 5.1m hybrid path is achievable over approx. 83m by adjusting north and south kerb alignments, removing the ghost island and locally reducing the

footway to the north to 1.5m and the footway to the south to 1.8m to retain a full width cycle path. Narrowing of the carriageway to 6.6m is likely to require a Departure from Standards process to be completed. Albion St Lorry Park is subject to redevelopment. The proposed removal of the right turn lane here will need to be assumed as part of any redevelopment proposals. There may also be opportunities to consider realigning the northern footway to the north into undeveloped third-party land to retain a right turn lane, but this will need to be subject to discussion with respective land owners.

Chainage 2455-2485 – Pumping station lay-by

- 4.5.15. At this Chainage there is a lay-by, which is anticipated to be used by tankers to park when the gates into the pumping station are locked. If this is the case, it is proposed to have the entire section as a shared used path with a marked bay for the tanker and low kerbs, so that pedestrians and cyclists can adapt to the vehicle's position accordingly in the exceptional instance the tanker being stationary within the path.

Chainage 2485-2550 Grange Road

- 4.5.16. The right turn lane to Grange Road is shown as being retained in the design, however further assessment of this arrangement will be required at the next design stage in order to ensure there are no conflicts between approaching eastbound traffic and traffic waiting in the ghost island to turn right, due to the bend in the road.
- 4.5.17. The existing NCN2 route rejoins the A259 via Grange Road. There is an existing shared use path which commences with a substandard width partway up Grange Road. This is proposed to be widened slightly to 3m. The existing shared use path continues to the north of the A259 as far as Station Road.

Chainage 2485 – Dudman secondary access

- 4.5.18. This access appears not to be in regular use, though it has recently been cleared of debris. Therefore it may be possible for HGVs to use this access in the future. In the proximity to the shared-use section adjacent to the pumping station, it is proposed to continue the shared use path across the access with a high-contrast surfacing (e.g. coloured surfacing), in anticipation of any future changes of use for the access to draw attention to the potential conflict zone.
- 4.5.19. Removal of the right turn lane to this secondary access will require further dialogue with Dudman at the next stages of design to understand frequency of use of this layby which appears like it may be used as a waiting area whilst site access gates are unlocked.

4.6. CHAINAGE 2575 TO 3175 (SHOWN ON 5552/GA/202)



Chainage 2500-2725 Green space by Coates Court

- 4.6.1. The green space to the north of this location is owned by Adur Homes, and WSCC has stated that the space can be assumed to be available for highway improvements. The option to redirect the cycle route along the existing shared use path was explored but was discounted for several reasons:
 - It is undesirable for cyclists to have to cross the carriageway;
 - The route on northern side is only 500m long, which is not a sufficient distance to retain continuity; and
 - The ideal crossing location to the west is complicated by the narrow footway to south and its proximity to the Dudman Aggregates office access.
- 4.6.2. Continuing the path along the south of the road is the more expensive and complex option, but the resulting route for cyclists is notably higher quality and so is the preferred option. This requires the road to be realigned.
- 4.6.3. There is an existing toucan crossing at Chainage 2605. There is an additional toucan crossing proposed 120m to the east as part of the proposed Station Road junction improvements in paragraph 4.6.9. The crossing at Chainage 2605, aside from being on the existing NCN2 path, also forms part of the main pedestrian route from the north to the Southwick Waterfront and the lock gates crossing, so it should be retained.
- 4.6.4. It is proposed to re-establish a 3m wide shared use path to the north between Grange Road and Station Road in addition to the proposed hybrid route to the south. This is because it is desirable to continue to provide a shared use link from Grange Road to the existing toucan crossing location in order to link Grange Road to the hybrid route. There is a distance of only 100m from the existing crossing to the proposed shared-use path to the east around Station Road junction. Since there is space available, it seems pertinent to extend the shared use path across the entire extent of the northern path.

Chainage 2585 – Dry dock access

- 4.6.5. The existing NCN2 route makes use of this junction. Cyclists currently must dismount through the dry dock. The access serves several businesses and a berth operated by Shoreham Port. Based on the expected use of the access by longer vehicles or vehicles with trailers, this study continues the design for the hybrid cycle route along the A259 instead of passing through the dry dock. There appears to be enough space at this location for the preferred option of a raised crossing.
- 4.6.6. It should be noted that public access through the lock gates will need to be maintained, including for pedestrians and cyclists. The lock gate access is on the proposed route of the England Coast Path, while this is an important access point to Southwick Beach, Carats Café and the Monarchs Way.

Chainage 2650 – Existing eastbound bus layby and shelter

- 4.6.7. The existing layby can be retained with the proposal to realign the road slightly north. This will reduce the width of the layby to approximately 3m. If it is desired to retain the full width of lay-by, the existing northern shared use path could be reduced to 2m width, or additional land secured from Adur Homes. However, the 3m lane width is considered sufficient to allow vehicles to pass.

Chainage 2650 – Existing westbound bus shelter

- 4.6.8. The properties at 132-134 Albion Street are understood to be owned by Shoreham Port Authority and have recently been refurbished. To achieve the proposed full width hybrid route past the bus shelter, it may be possible to accommodate the footway space in front of the buildings without narrowing the path to shared use in this area.

Chainage 2740 – Station Road junction

- 4.6.9. The proposal for this junction is similar to Kingston Lane junction, it is proposed that the existing triangular refuge is removed. It is proposed that pedestrian/cyclist phases are added to each arm to allow for users to join and leave at this junction.
- 4.6.10. The path is constrained to the south by a retaining wall. Therefore, to maintain width, space from the carriageway will need to be taken. To facilitate this, the junction will be altered to have one through lane in either direction with a dedicated turn lane. There is space to accommodate lane widths of at least 3.25m with this arrangement through the junction. Capacity analysis will be required to determine if this is acceptable. However it is thought that, due to the current alignment, the second through lane is underused.
- 4.6.11. As noted in paragraph 4.6.4, it may be pertinent to extend the shared use path on the north-western corner to connect with the shared use path from the existing toucan crossing to the west to Grange Road using the existing path.

Chainage 2805 – Riverside access

- 4.6.12. The side road at this location connects with the dry dock access. The access serves a number of businesses and a berth operated by Shoreham Port. Based on the expected use of the access and the approach gradient of the side road, the path is shown to continue across the access. Vehicles exiting are instructed to give way to pedestrians and cyclists via give way markings.

Chainage 2825-2915 – Existing parking behind proposed hybrid route

- 4.6.13. There is parking within private land behind the cycle route. To facilitate access but restrict conflicting movement the hybrid path is proposed to have a high contrast colour while vehicle access points are

proposed to be clearly demarcated by bollards or planters. The precise arrangement would have to be designed in correspondence with the land owners to optimise cyclist/pedestrian provision based on the proposed parking layout.

Chainage 2960-3070

- 4.6.14. A 5.1 to 5.3m hybrid path can be accommodated at this location with the road locally narrowed to a minimum width of 6.5m and by using some of the grass area to the south. This proposed narrowing might require a Departures from Standards process to be completed. It is believed to be Shoreham Port Authority who own this green space. The amount of land required from the south can be reduced if the existing on-road parking is removed from this location, or by reducing the southern footway width. Any lost on-road parking could be mitigated with formalising the parking further east.
- 4.6.15. Any land encroachment to the south is likely to require ecological assessment initially in the form of a Preliminary Ecological Appraisal as it is likely to impact on semi-natural grass land. Any loss in biodiversity value is likely to require compensation.

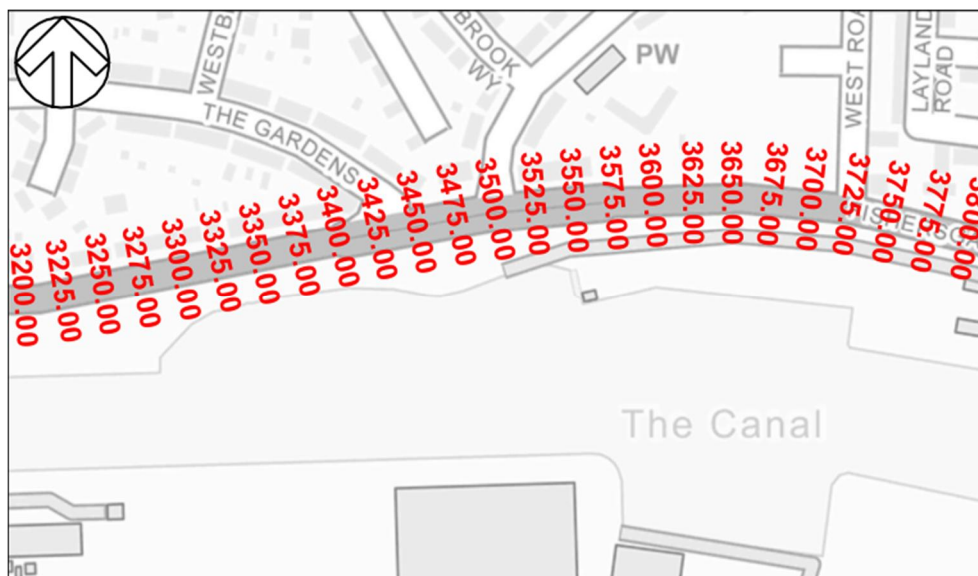
Chainage 2987 - Colebrook Road junction

- 4.6.16. Narrowing the existing road limits the turning of very large vehicles. However, it is considered unlikely that vehicles this size will use the residential access road. If desired, access for very large HGVs can be obtained by increasing the radii of Colebrook Road junction using open space owned by Adur Homes.

Chainage 3070- 3175

- 4.6.17. Along this section of the A259, there is informal residential parking on the verge as well as the carriageway. It is proposed the parking is formalised into a single line, either by realigning the northern kerblines, or by considering a reinforced grass surfacing such as grasscrete, Golpla or similar, in order to maintain a permeable surface and verge aesthetic.
- 4.6.18. Formalising the existing parking can increase capacity and free up space for a hybrid path. Up to 1.0m will need to be acquired along the length of the verge to the south to accommodate a full 5.3m hybrid path as well the relocation of the existing lighting columns.

4.7. CHAINAGE 3200 TO 3800 (SHOWN ON 5552/GA/202)



Chainage 3175 – 3840

4.7.1. Between Chainage 3175 and 3840, there is a safety barrier at the back of the existing footway, potentially due to the embankment behind it. Given the positioning of this safety barrier and the steep embankment behind it, this design has assumed the retention of the barrier in its existing position.

Chainage 3410– 3840 – Bus stop

4.7.2. The eastbound bus stop is proposed to be relocated 20 metres west to avoid blocking the junction when the bus is at the stop. This will result in the loss of space for 2 cars to park on-street.

Chainage 3335-3515 – The Gardens/Gardner Road junctions

- 4.7.3. The existing signalised junctions at this location were adjusted in 2011 and the resulting cycling facilities are limited.
- 4.7.4. Without turning counts, any changes to this junction are speculative until more data is available. However, based on experience with performance of similar junctions, it is estimated that having two eastbound lanes is unlikely to improve the capacity of the junction significantly because the lanes merge again after the junction. It is noted that both The Gardens and Gardner Road are both primarily residential accesses (though they also offer a cut-through to alternative feeder routes to the north), so demand for these turnings is not expected to be high, and high traffic flows equally should not be encouraged. Therefore, the two-lane flare at The Gardens approach does not appear proportionate to the expected demand.
- 4.7.5. It is felt that such a major junction is out of keeping with the area, and a more focussed analysis of the junction is recommended to determine whether two signalised junctions in this format remains optimal. For this feasibility study, the form of the junction (with two adjacent signalised systems) has been retained.
- 4.7.6. Based on this, it is proposed to remove one lane from the western approach to free up space for a 5.1m shared path along the south. It is proposed to provide additional sheltered areas for cyclists to exit the hybrid route onto the residential roads. The sheltered areas are proposed to have their own

signal to be phased separately to road traffic movements. The cycle phase could either be called by a detection system, a button, or a combination of both. This is subject to further modelling of traffic flows around the junction to understand the traffic impact. The design retains both lanes on approach from the east which is believed to be more important in junction capacity terms, as this allows lane 2 turning movements to operate under a separate signal phase without delaying straight-ahead traffic. Lane widths consistent with the current capacity width of 5.5m can be retained here.

- 4.7.7. Cyclists wishing to join the hybrid route from either of the residential roads are proposed to do so from the carriageway during a green phase for the residential approaches. An advanced stop line to allow space for cyclists would ensure visibility of cyclists to drivers, and the cyclists are proposed to be guided into the centre of the road by indicative road markings (a fully marked out advisory cycle lane was considered not to be appropriate in this context). To give cyclists from the residential area an even greater berth from traffic, an additional green cycle signal could be considered to give the cyclists an 'early release' as used in junctions in London, Cambridge and Southampton.
- 4.7.8. It is also proposed to widen the island across The Gardens, to discourage vehicles from overtaking cyclists at the junction. The vehicle swept path requirements of this proposal necessitate a slightly wider splay on the eastern side of this crossing.
- 4.7.9. The resulting proposal improves provision for cyclists significantly, whilst maintaining capacity for road traffic at levels which seem more appropriate to estimated demand. It should be stressed that any proposal taken forward should build on relevant data and transport modelling. If the junction is redesigned from scratch, there is also scope to improve facilities for pedestrians by removing the staggered crossings to improve the streetscape.
- 4.7.10. This proposed arrangement has been designed within the constraints of the positioning of the embankment safety barrier on the south side of the road. Incursion beyond the safety barrier could enable retention of both eastbound traffic lanes, and provision of segregation of the cycle and pedestrian facilities, along with cycle crossing waiting areas, through both junctions, but this is likely to add significantly to scheme costs with bank stabilisation works likely to be required and ecological impacts to consider.

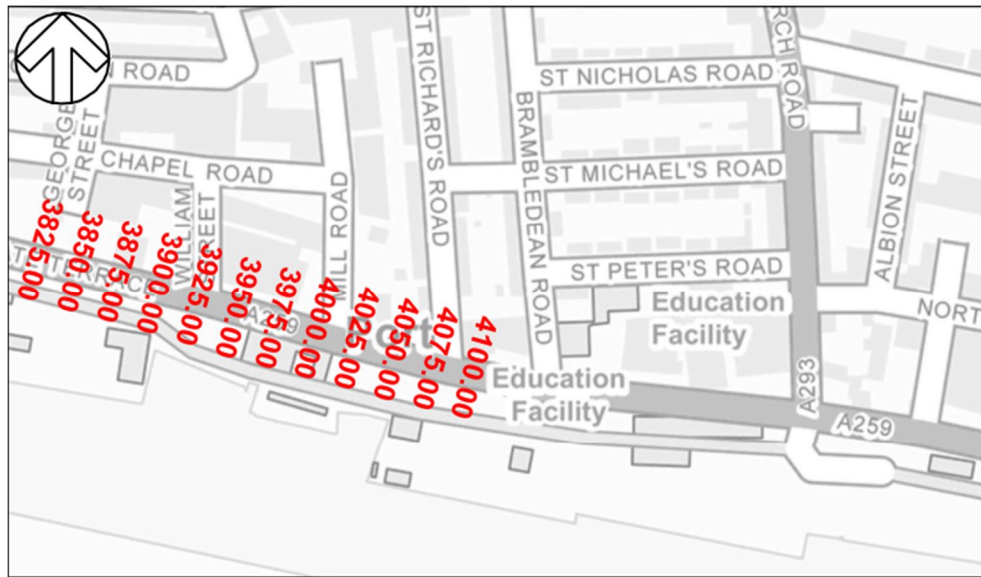
Chainage 3515-3835

- 4.7.11. To retain the positioning of the safety barrier on the southern side of the A259, it is proposed that the northern kerbline is realigned so that a 5.3m hybrid path with 7.3m wide carriageway can be achieved. Between Chainage 3515 and 3715 the verge on the northern side of the road is within the highway boundary. Between chainage 3750 and 3835 the northern verge is understood to be owned by Adur Homes.

Chainage 3725 – West Road junction

- 4.7.12. Swept path analysis indicates that very large HGVs are not able to access West Road in the existing situation. If desired, access for very large HGVs can be obtained by increasing the radii of West Road junction using space within highway ownership. However, it is considered unlikely that vehicles this size will use the residential access road.

4.8. CHAINAGE 3825 TO 4100 (SHOWN ON 5552/GA/203)



Chainage 3835 – 3865 – Constrained section

4.8.1. Based on the site inspection, it was deemed unrealistic to use the land to the south at this location due to the steep gradient of the embankment which would necessitate significant geotechnical works to reprofile. There is a parcel of undeveloped third-party land at least 2m wide to the north of the road here which borders a car park fence, and the front of a business unit. If this parcel of land could be utilised, a wider carriageway and full 5.3m hybrid path width may be possible as shown in the design with a double height kerb due to the level difference. If it is not possible to acquire this land, a short section with reduced carriageway and hybrid path widths will be required. The cycle and pedestrian facility would need to narrow to a 4m wide shared use section so that a 6.5m wide carriageway can be maintained.

Chainage 3890-4010

4.8.2. It is understood that WSCC own a strip of land to the north of the carriageway between chainage 3935 and 4010. The design incorporates use of some of this land back to 2m beyond main back of footway line so the back of the footway is flush with the back of the footway around the existing layby with a view to maintaining space for some informal parking to the business unit in behind the footway. The existing layby appears to be unused as parking or loading is prohibited. A northern footway width of 2m is assumed. With use of this land, a 6.5m carriageway with a northern footway of 2m and a 5.3m hybrid path can be achieved. Without additional land to the north it is possible to achieve a 6.5-7.3m carriageway through this area with the cycle facility varying between a 4.4m and 5.1m wide segregated/hybrid path. If the carriageway width is proposed to reduce below 7.3m in this location, a Departure from Standards process may need to be completed.

Chainage 3930 – William Street junction

4.8.3. Swept path analysis indicates that very large HGVs are not able to access William Street in the existing situation, and so reducing the carriageway width further is not expected to constrain access more than the existing situation.

Chainage 4010-4115

- 4.8.4. At this location it is possible to achieve a 6.9-7.1m carriageway with a 5.3m hybrid path by using up to 1m from the southern side. This allows the kerb alignment to the north to be retained. Any land encroachment to the south between Chainage 4050 and 4115 (owned by WSCC) is likely to require ecological assessment initially in the form of a Preliminary Ecological Appraisal as it is likely to impact on semi-natural grass land. Any loss in biodiversity value is likely to require compensation.

Chainage 4085 – St Richard’s Road junction

- 4.8.5. Swept path analysis indicates that very large HGVs are not able to access St Richard’s Road in the existing situation, and so reducing the carriageway width further is not expected to constrain access more than the existing situation.

Chainage 4115 eastwards

- 4.8.6. Consideration should be given to connecting with the existing network. As there is no formal cycling provision here, there should ideally be provision for cyclists to safely and smoothly transition to the carriageway. This is more easily achieved at a signalised crossing such as the one 200m to the east.
- 4.8.7. Dialogue between WSCC and Brighton and Hove City Council have discussed the possibility of continuing this route to connect into the existing waterfront cycling provision at Hove Lagoon 1.5km to the east. This would be a good opportunity to link together approximately 13km of segregated, high quality cycle provision from Brighton Marina to the Adur Ferry Bridge. This would effectively put a significant corridor from Western Shoreham to Eastern Brighton within a viable cycling commuting distance for anyone living or working near the waterfront.
- 4.8.8. The termination of the route has not been shown in the anticipation of the route being continued in practice, if high quality provision is pursued.

5. CONCLUSIONS

5.1. INTRODUCTION

- 5.1.1. This report has set out proposals for a high-quality cycle route along the A259 between Adur Ferry Bridge and the Brighton and Hove border with the aspiration that it will be extended to connect with existing provision at Hove Lagoon.
- 5.1.2. For a significant proportion a hybrid type facility can be achieved, giving segregation between cyclists and road vehicles, and cyclists and pedestrians. This will necessitate significant acquisition of land from either development taking place at the south or from the existing carriageway.
- 5.1.3. Wherever possible priority to cyclists at quieter side roads/accesses has been achieved. Where future land use is unknown, an assessment should be made at the detailed design stage of flows at side roads to ensure provision is suitable and sufficient forward visibility is achieved.
- 5.1.4. In development of the scheme, provision for bus users has been taken into consideration with most bus stops being upgraded to bus shelters. The design of the route in vicinity of these shelters will need to be developed at the detailed design stage when demand is known.
- 5.1.5. Wherever feasible, existing parking and highway capacity has been maintained but sacrifices have been made where necessary to achieve the desired high-quality route. However as flows along the A259 are unknown, the quantum of impact cannot be fully assessed as this stage. It is recommended that traffic modelling is undertaken when flows are known.

5.2. DEVELOPMENT OF PROPOSALS

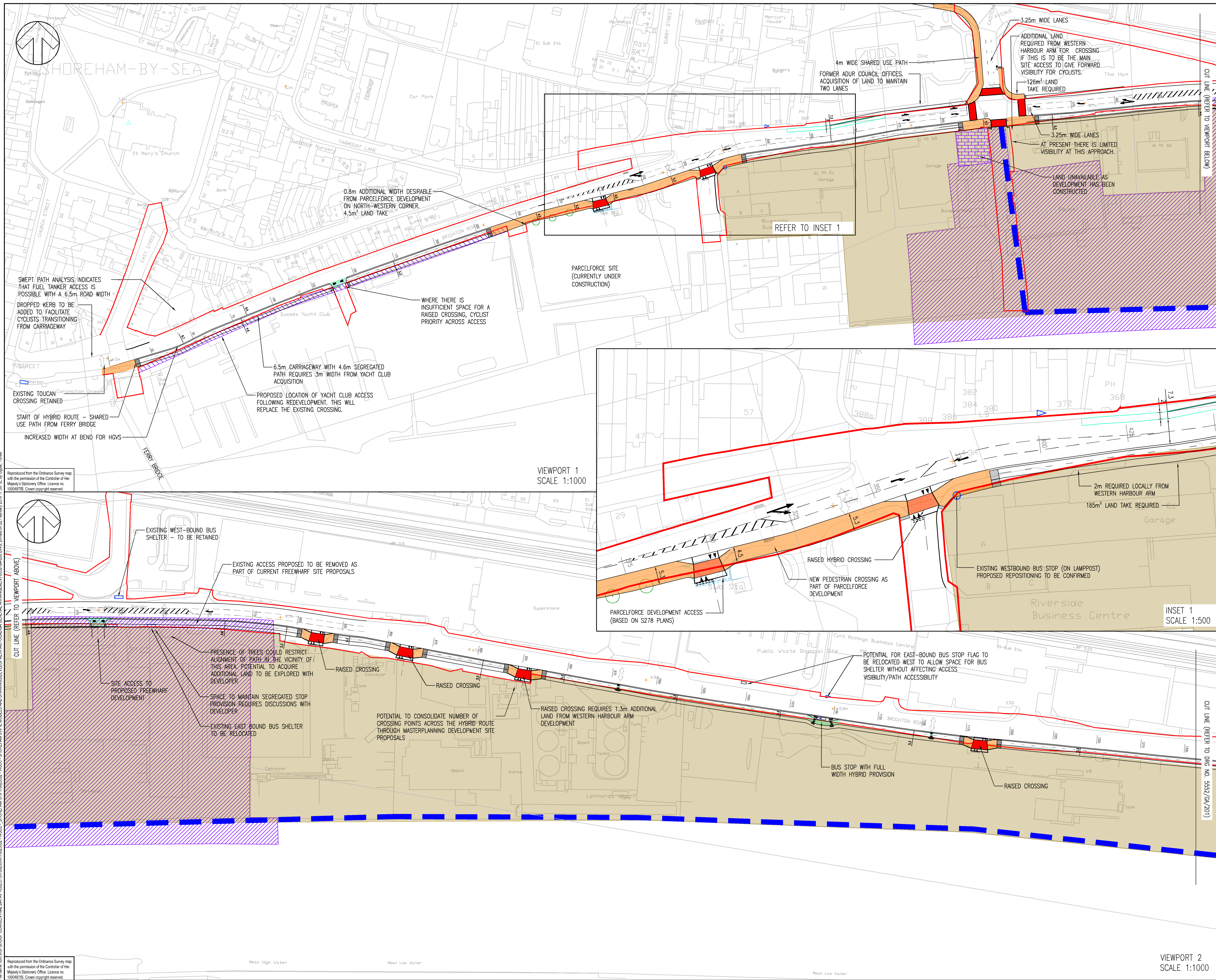
- 5.2.1. This report, and the feasibility drawings which accompany it, seeks to identify what can be achieved along this corridor. Further design work and investigations are necessary before the options identified can be taken forward.
- 5.2.2. No investigation of impacts on existing drainage and utilities has been undertaken as part of this feasibility study. Experience with other schemes has shown that required modifications to existing infrastructure can have significant cost implications and therefore if the scheme is progressed, it is strongly recommended appropriate utility investigations are carried out.
- 5.2.3. As noted above, where adjustments to junctions have been proposed, no analysis of impact on capacity at the junction has been undertaken. It is recommended that analysis is undertaken of the volume and breakdown of flows before developing proposals further.
- 5.2.4. As it is unknown where extending the scheme into Brighton and Hove is possible, no detail has been given for termination of the scheme at the eastern end. It is recommended that a connection is made to the existing waterfront cycling provision at Hove Lagoon 1.5km to the east. This would achieve 13km of segregated, high quality cycle provision from Brighton Marina to the Adur Ferry Bridge.
- 5.2.5. As the purpose of feasibility study is to determine what is possible and not give a definitive design, the designs shown on 2552/GA/200 – 203 are not for construction. As they have been based on Ordnance Survey mapping, the accuracy of the layout cannot be guaranteed.



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- KEY:
- HIGHWAY BOUNDARY
 - PROPOSED WATERFRONT ROUTE AS PART OF WESTERN HARBOUR ARM
 - WESTERN HARBOUR ARM PROPOSED DEVELOPMENT
 - FREEWHARF PROPOSED DEVELOPMENT
 - 3m POTENTIAL TO BE OBTAINED FROM YACHT CLUB
 - 63-67 BRIGHTON ROAD DEVELOPMENT
 - EXISTING BUS STOP (FLAG)
 - EXISTING BUS STOP (LAMP POST)
 - EXISTING BUS SHELTER
 - EXISTING ON-ROAD PARKING
 - CROSSING POINT
 - SHARED USE PATH
 - PEDESTRIAN CROSSING LOCATION
 - RED-COLOURED CONTRAST PAVING

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VIEWPORT 1
SCALE 1:1000

INSET 1
SCALE 1:500

REV	DATE	BY	DESCRIPTION	CHK	APP
C	22/02/19	YO	UPDATES FOLLOWING CLIENTS COMMENTS	H	TP
B	28/01/19	YO	UPDATES FOLLOWING CLIENTS COMMENTS	H	TP
A	22/06/18	TPS	FIRST ISSUE	H	TP

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CLIENT: **WEST SUSSEX COUNTY COUNCIL**

ARCHITECT:

SITE/PROJECT: **SHOREHAM STP PHASE 2
A259 HIGH QUALITY CYCLE ROUTE**

TITLE: **FEASIBILITY DESIGN
SHEET 1 OF 4**

SCALE @ A1:	CHECKED:	APPROVED:
AS SHOWN	HL	DP

PROJECT NO:	DESIGNED:	DRAWN:	DATE:	REV:
70025552	TPS	AVI	June 18	C

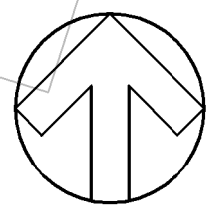
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Agenda Item 7

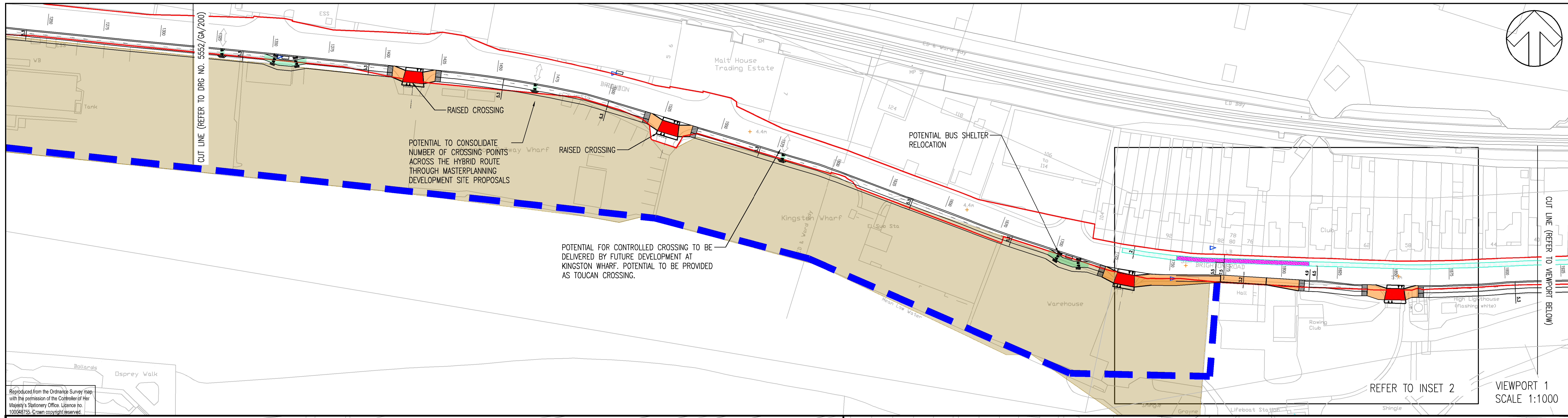
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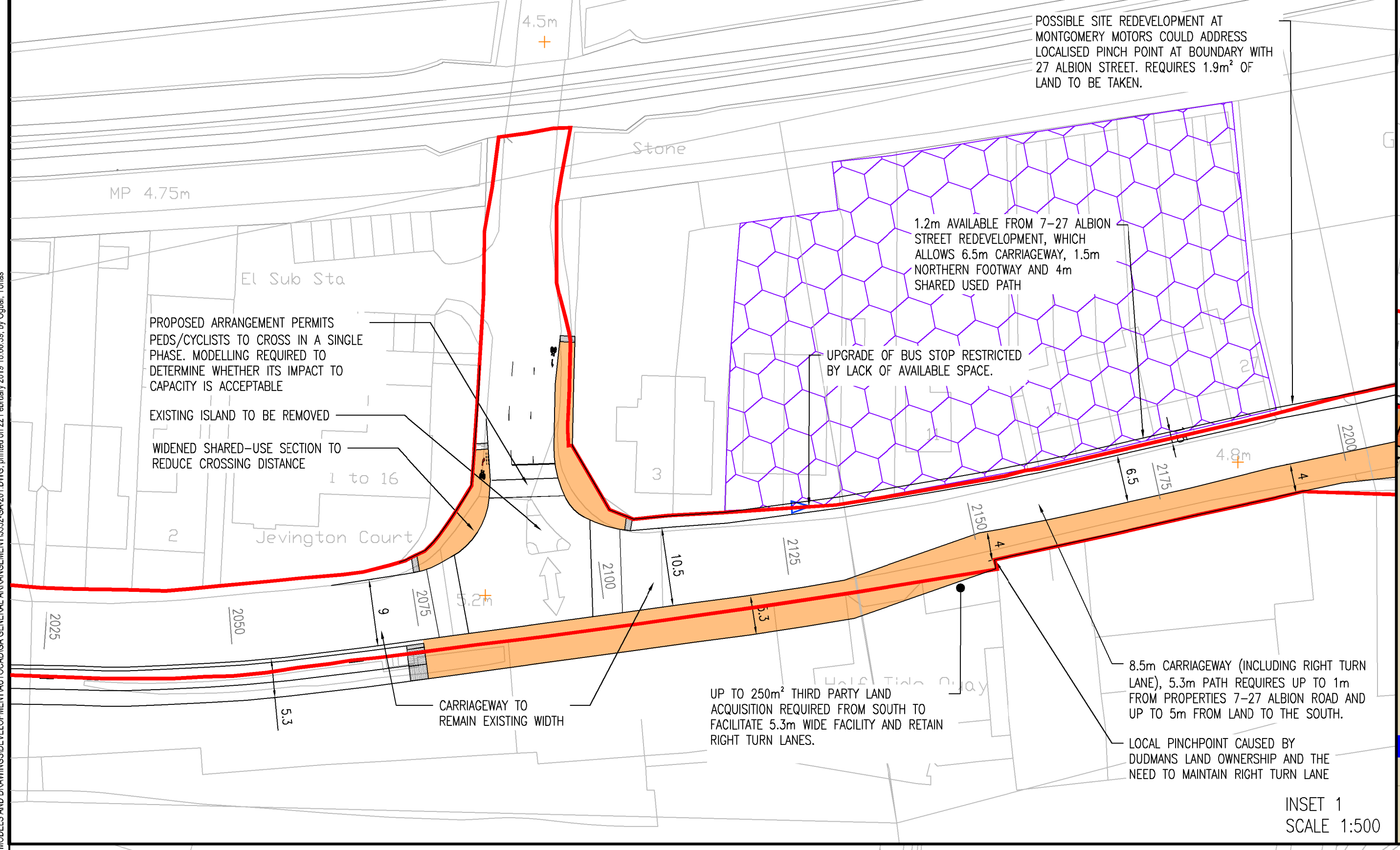
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- KEY:
- HIGHWAY BOUNDARY
 - PROPOSED WATERFRONT ROUTE
 - WESTERN HARBOUR ARM PROPOSED DEVELOPMENT
 - PROPERTIES OWNED BY ADUR DISTRICT COUNCIL BEING REDEVELOPED
 - ▲ EXISTING BUS STOP (FLAG)
 - EXISTING BUS STOP (LAMP POST)
 - EXISTING BUS SHELTER
 - EXISTING ON-ROAD PARKING
 - ↔ CROSSING POINT
 - SHARED USE PATH
 - PEDESTRIAN CROSSING LOCATION
 - RED-COLOURED CONTRAST PAVING
 - EXTENT OF PARKING AREA NEEDED FOR 6.5m CARRIAGEWAY

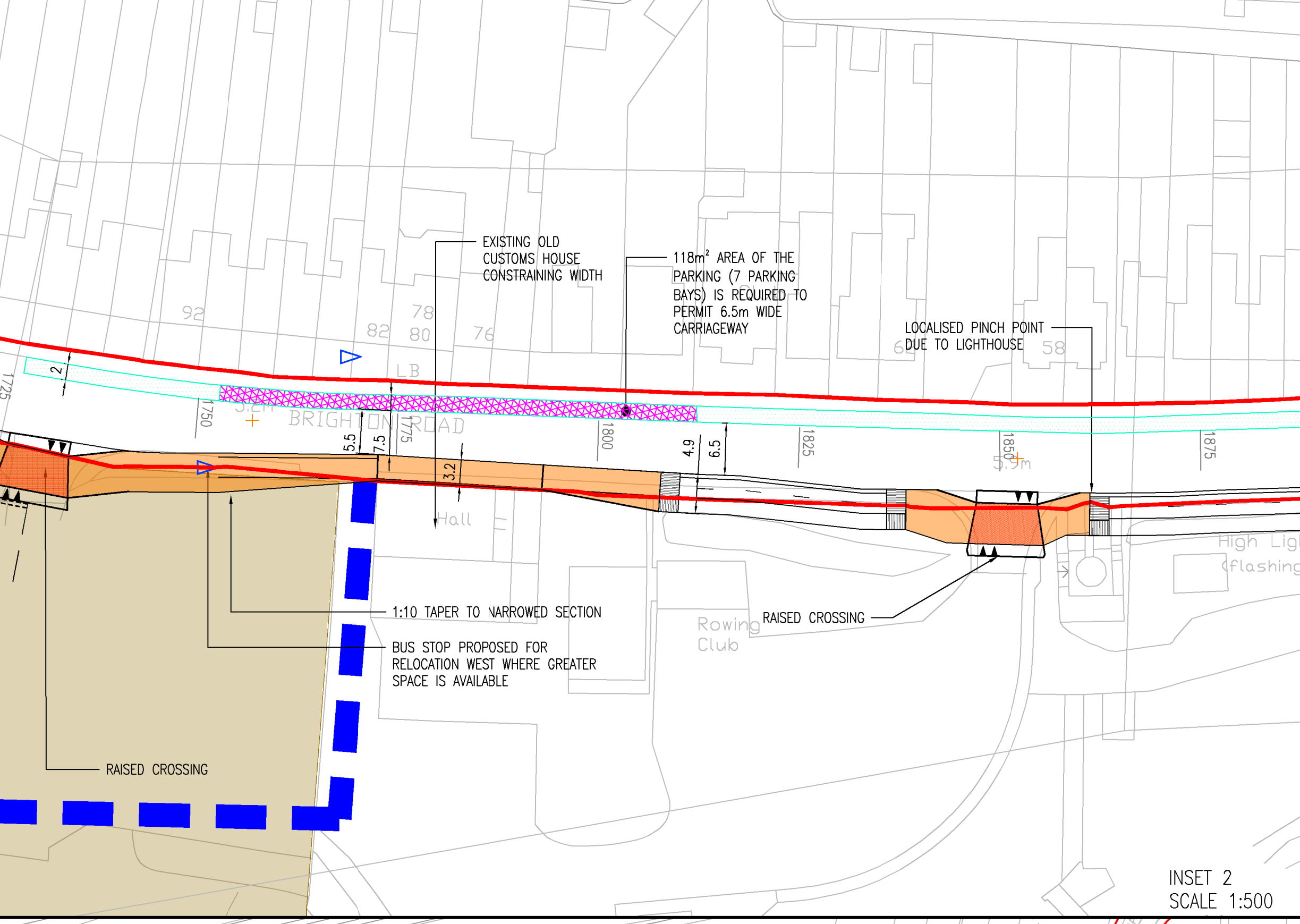


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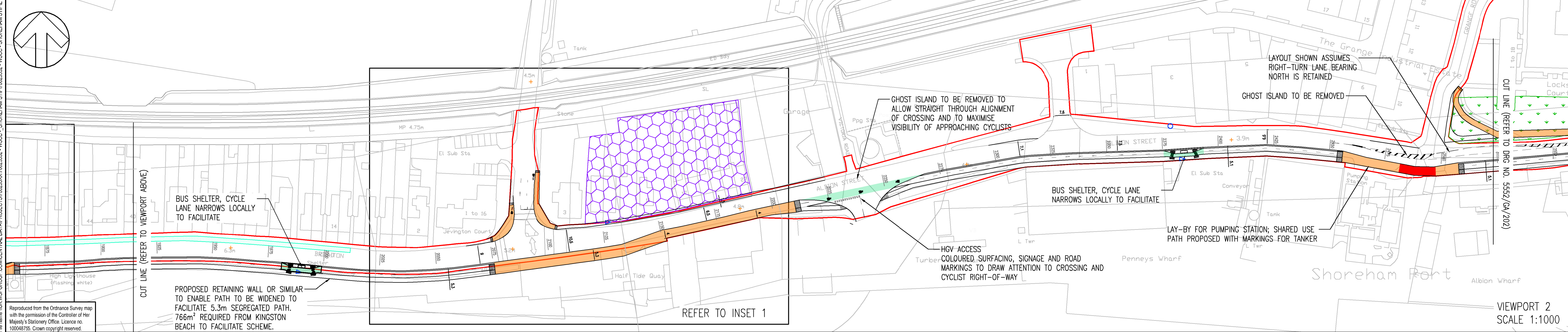
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INSET 1
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INSET 2
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C	28/01/19	YO	UPDATED BASED ON CLIENT COMMENTS	H	2P
B	17/09/18	WP	UPDATED BASED ON CLIENT COMMENTS. DRAFT FOR INFORMATION PURPOSES ONLY. AT CLIENT REQUEST, THE FORMAL ISSUE WILL BE CARRIED OUT WHEN CDM PROCEDURES HAVE BEEN COMPLETED.	H	2P
A	22/06/18	TPS	FIRST ISSUE	H	2P

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ARCHITECT:

SITE/PROJECT: SHOREHAM STP PHASE 2
A259 HIGH QUALITY CYCLE ROUTE

TITLE: FEASIBILITY DESIGN
SHEET 2 OF 4

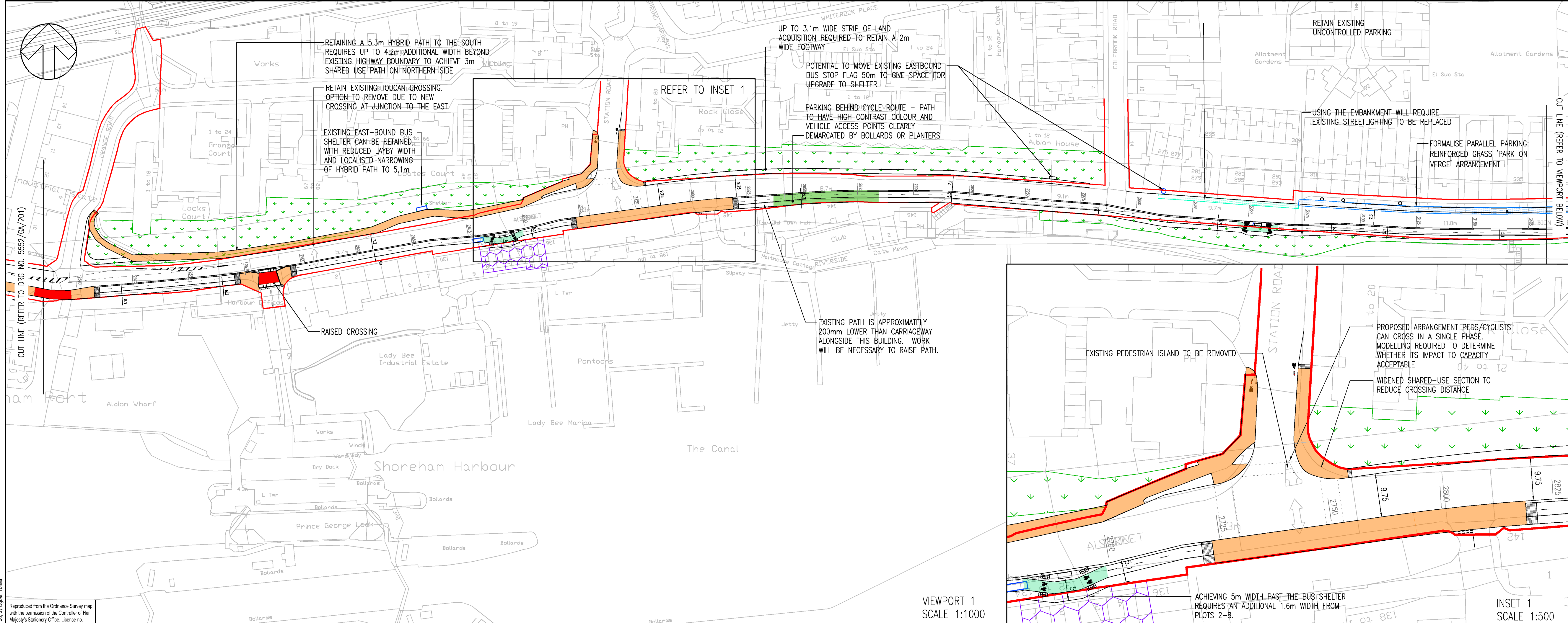
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PROJECT NO:	DESIGNED:	DRAWN:
70025552	TPS	AVI
DATE:	DATE:	DATE:
June 18	June 18	June 18
DRAWING NO:	REV:	
5552/GA/201	D	
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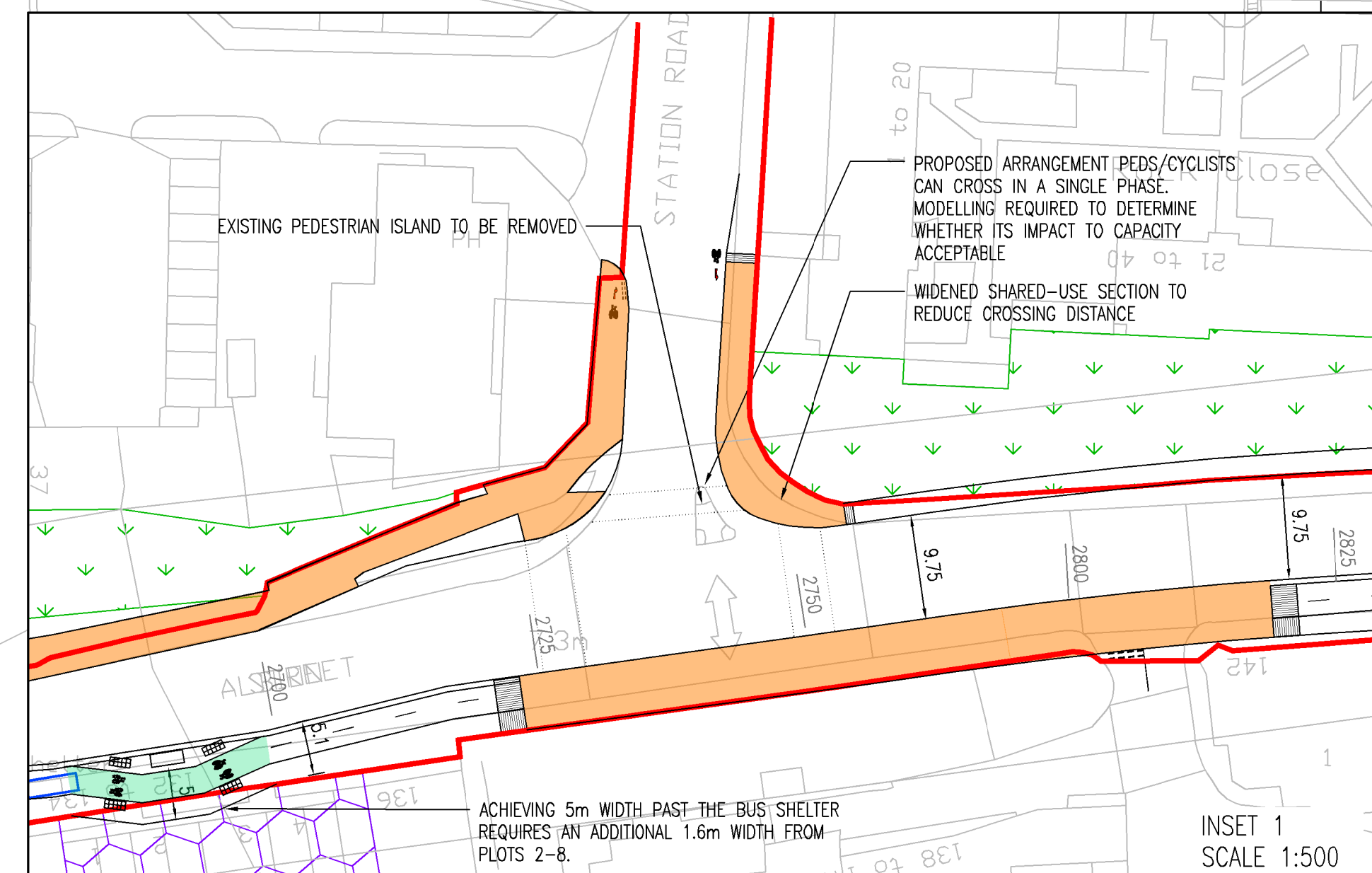
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- KEY:
- HIGHWAY BOUNDARY
 - GRASSED AREA
 - 2-8 ALBION STREET DEVELOPMENT OPPORTUNITY
 - EXISTING BUS STOP (FLAG)
 - EXISTING BUS STOP (LAMP POST)
 - EXISTING BUS SHELTER
 - EXISTING ON-ROAD PARKING
 - EXISTING ON-VERGE PARKING
 - CROSSING POINT
 - SHARED USE PATH
 - PEDESTRIAN CROSSING LOCATION
 - RED-COLOURED CONTRAST PAVING



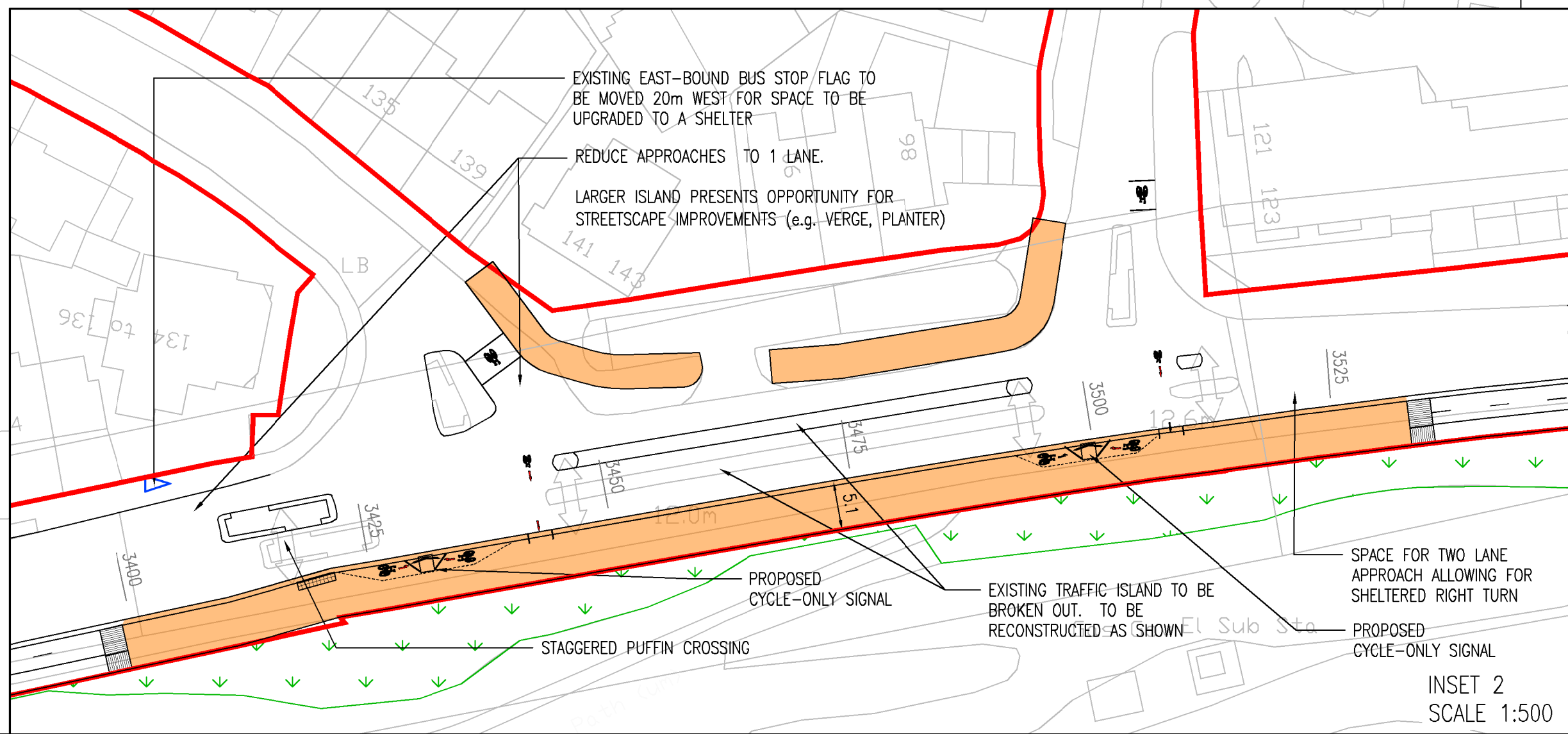
VIEWPORT 1 SCALE 1:1000



INSET 1 SCALE 1:500



VIEWPORT 2 SCALE 1:1000



INSET 2 SCALE 1:500

REV	DATE	BY	DESCRIPTION	CHK	APP
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B	28/01/19	YO	UPDATED BASED ON CLIENTS COMMENTS	H	TP
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CLIENT: WEST SUSSEX COUNTY COUNCIL

ARCHITECT:

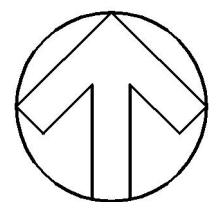
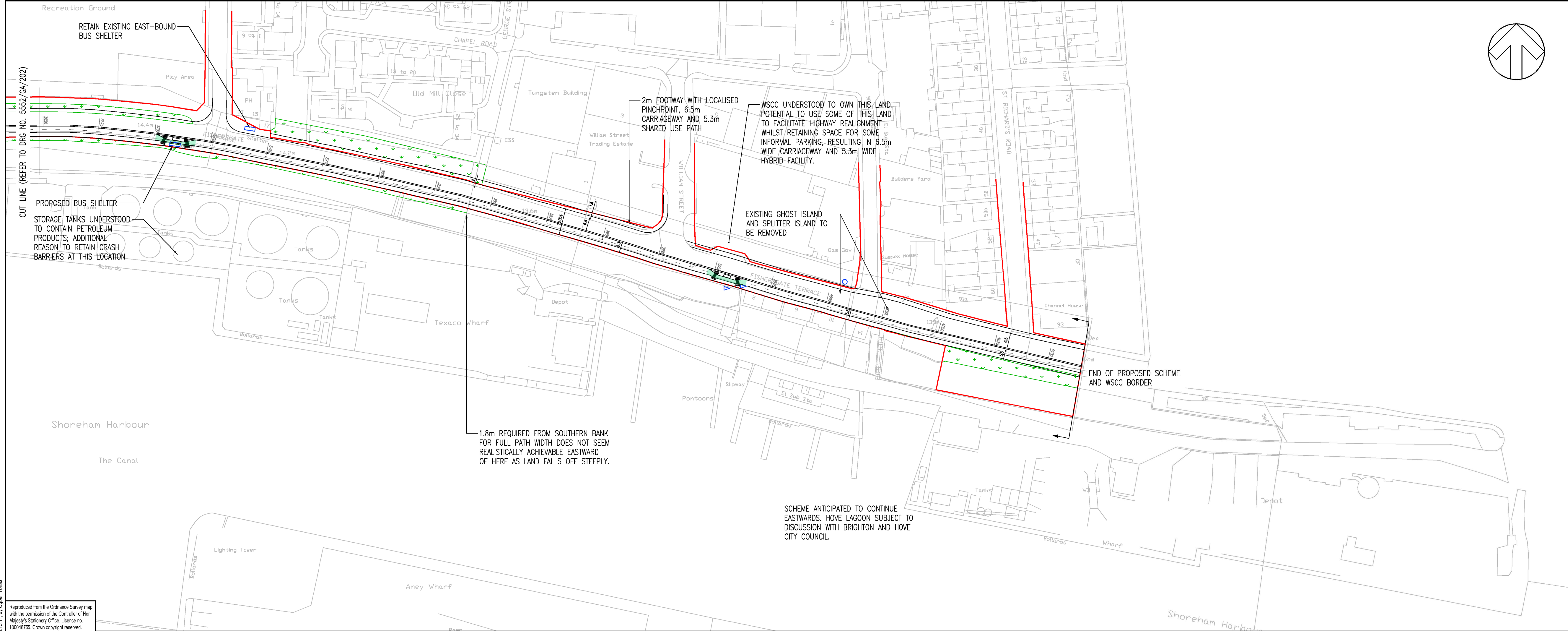
SITE/PROJECT: SHOREHAM STP PHASE 2
A259 HIGH QUALITY CYCLE ROUTE

TITLE: FEASIBILITY DESIGN
SHEET 3 OF 4

SCALE @ A1: 1:1000	CHECKED: HL	APPROVED: DP
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DRAWING NO: 5552/GA/202	DATE: February 19	REV: C

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- KEY:
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 - ▭ GRASSED AREA
 - ▶ EXISTING BUS STOP (FLAG)
 - EXISTING BUS STOP (LAMP POST)
 - ▭ EXISTING BUS SHELTER
 - ↔ CROSSING POINT
 - ▭ SHARED USE PATH

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ARCHITECT: -

SITE/PROJECT: SHOREHAM STP PHASE 2
A259 HIGH QUALITY CYCLE ROUTE

TITLE: FEASIBILITY DESIGN
SHEET 4 OF 4

SCALE @ A1:	CHECKED:	APPROVED:
1:1000	HL	DP
PROJECT NO:	DESIGNED:	DRAWN:
70025552	TPS	AVI
		DATE:
		February 19

DRAWING NO:	REV:
5552/GA/203	C

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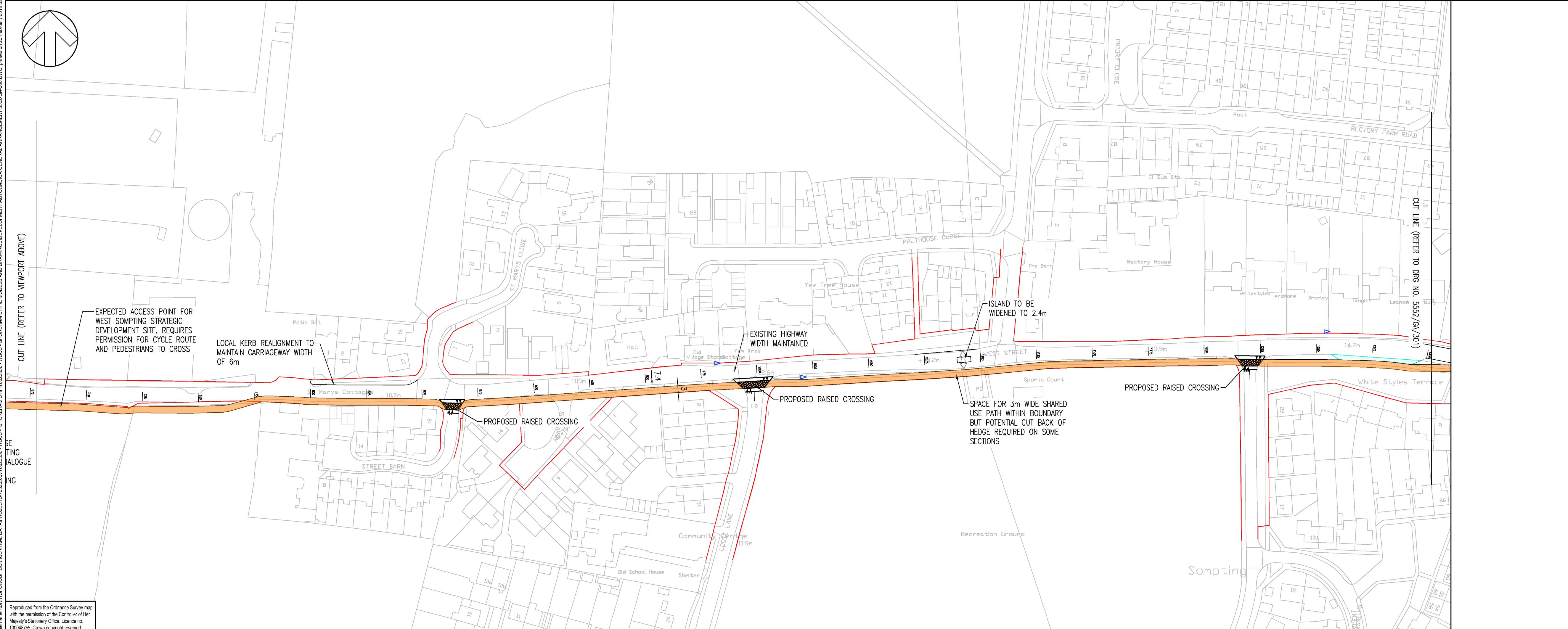
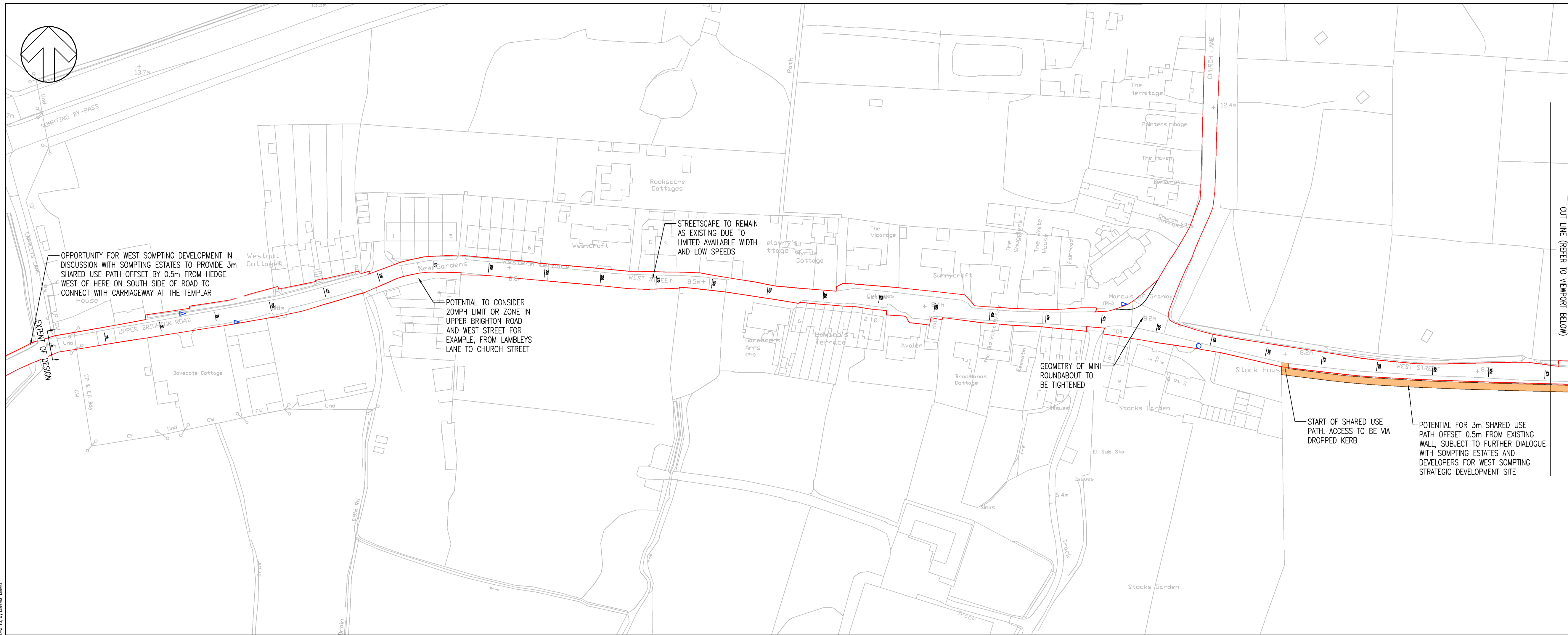
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KEY:

-  HIGHWAY BOUNDARY
-  EXISTING BUS STOP (FLAG)
-  EXISTING BUS STOP (LAMPPOST)
-  EXTENT OF EXISTING PARKING (INDICATIVE)
-  EXISTING CROSSING POINT
-  EXISTING SIGNALISED CROSSING OR JUNCTION
-  PROPOSED SHARED USE PATH

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B	01/02/19	DND	UPDATED DESIGN FOLLOWING MEETING	H	D
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CLIENT: WEST SUSSEX COUNTY COUNCIL

ARCHITECT:

SITE/PROJECT: SHOREHAM STP PHASE 2 SOMPTING & LANCING HIGH QUALITY CYCLE ROUTE

TITLE: FEASIBILITY DESIGN SHEET 1 OF 8

SCALE @ A1: 1:1000	CHECKED: HL	APPROVED: DP
PROJECT NO: 70025552	DESIGNED: TPS	DRAWN: TPS
DATE: February 19	REV: C	
DRAWING NO: 5552/GA/300		
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Agenda Item 7

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- KEY:
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 - ▭ EXTENT OF EXISTING PARKING (INDICATIVE)
 - ▭ EXTENT OF PARKING TO BE REMOVED (INDICATIVE)
 - ↔ EXISTING CROSSING POINT
 - ⊞ EXISTING SIGNALISED CROSSING OR JUNCTION
 - ▭ PROPOSED SHARED USE PATH

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<p>REGULATORY: S2 - FOR INFORMATION</p>		<p>ARCHITECT: WSP</p>		<p>TITLE: FEASIBILITY DESIGN SHEET 2 OF 8</p>		<p>PROJECT NO: 70025552</p>		<p>DESIGNED: TPS</p>		<p>DATE: February 19</p>	
<p>DRAWING STATUS: S2 - FOR INFORMATION</p>		<p>CLIENT: WEST SUSSEX COUNTY COUNCIL</p>		<p>TITLE: FEASIBILITY DESIGN SHEET 2 OF 8</p>		<p>DRAWING NO: 5552/GA/301</p>		<p>DESIGNED: TPS</p>		<p>DATE: February 19</p>	
<p>REGULATORY: S2 - FOR INFORMATION</p>		<p>CLIENT: WEST SUSSEX COUNTY COUNCIL</p>		<p>TITLE: FEASIBILITY DESIGN SHEET 2 OF 8</p>		<p>DRAWING NO: 5552/GA/301</p>		<p>DESIGNED: TPS</p>		<p>DATE: February 19</p>	
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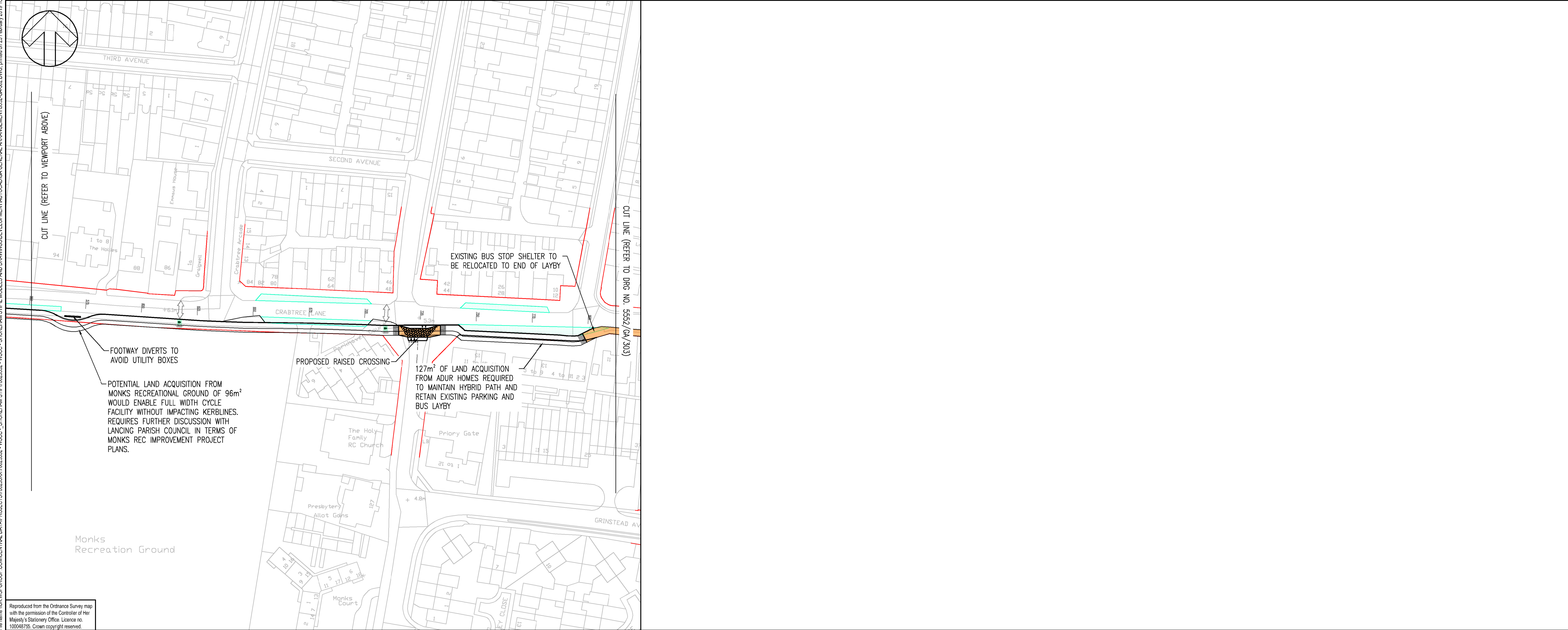
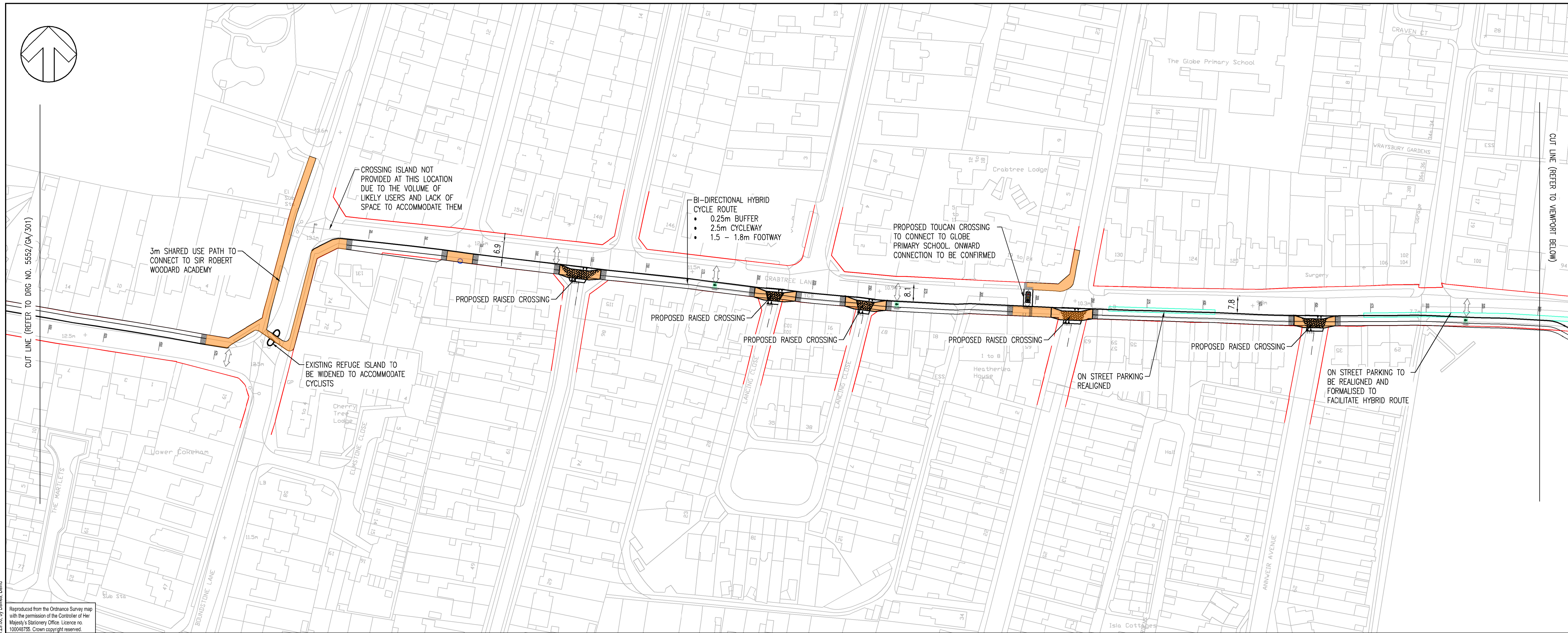
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KEY:

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- ▲ EXISTING BUS STOP (FLAG)
- EXISTING BUS SHELTER
- ▭ EXTENT OF EXISTING PARKING (INDICATIVE)
- ▭ EXTENT OF PARKING TO BE REMOVED (INDICATIVE)
- ↔ EXISTING CROSSING POINT
- EXISTING SIGNALISED CROSSING OR JUNCTION
- PROPOSED SHARED USE PATH

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ARCHITECT:

SITE PROJECT: SHOREHAM STP PHASE 2
SOMPTING & LANCING HIGH QUALITY CYCLE ROUTE

TITLE: FEASIBILITY DESIGN
SHEET 3 OF 8

SCALE @ A1: 1:1000	CHECKED: HL	APPROVED: DP
PROJECT NO: 70025552	DESIGNED: TPS	DRAWN: TPS
DRAWING NO: 5552/GA/302	DATE: February 19	REV: C

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Agenda Item 7

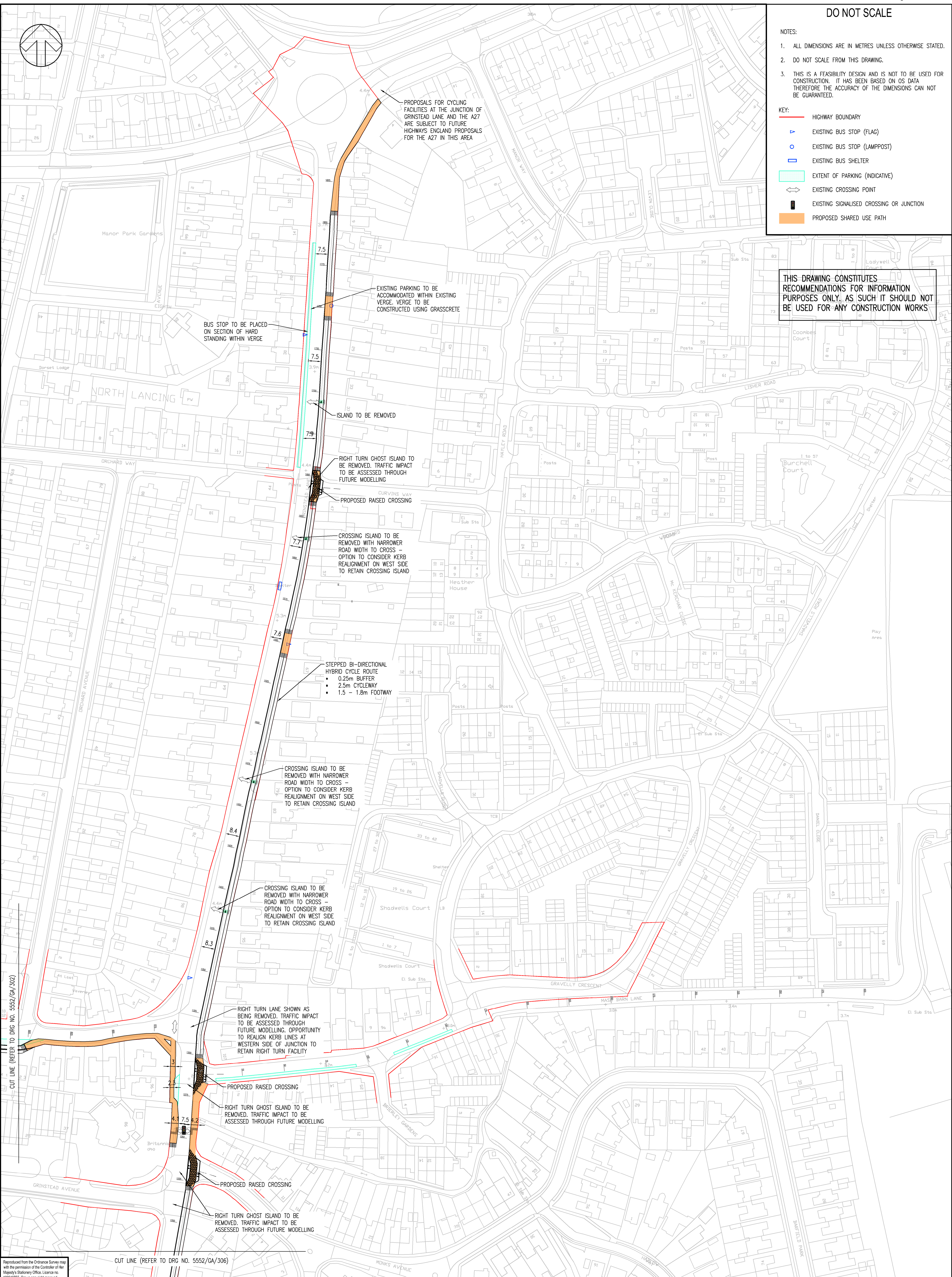
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ARCHITECT:	
TITLE:	FEASIBILITY DESIGN SHEET 4 OF 8

SCALE @ A1:	1:1000	CHECKED:	HL	APPROVED:	DP
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REV:	C				

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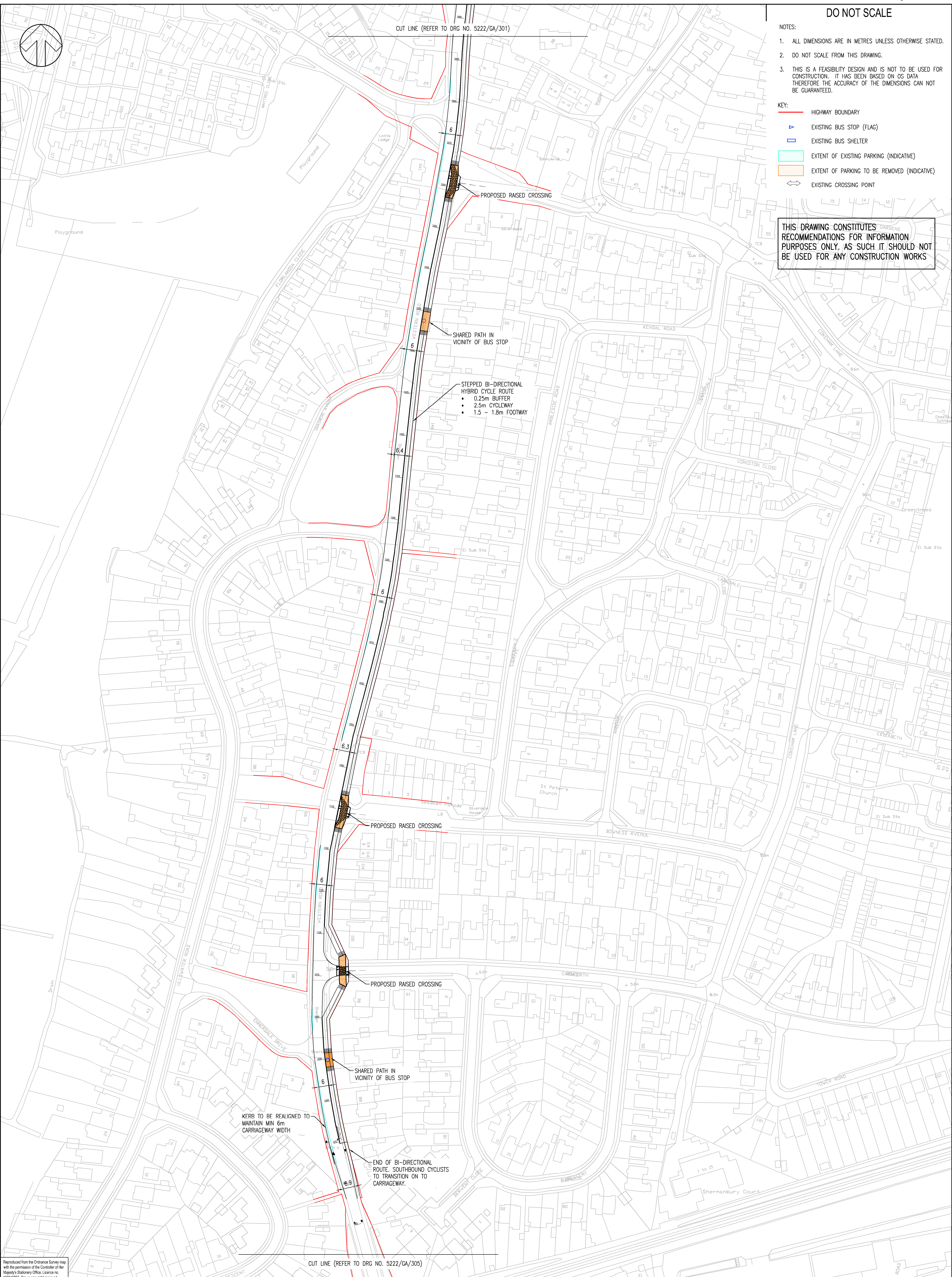
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PROJECT: **SHOREHAM STP PHASE 2
SOMPTING & LANCING HIGH QUALITY CYCLE ROUTE**
 TITLE: **FEASIBILITY DESIGN
SHEET 5 OF 8**

SCALE @ A1:	1:1000	CHECKED:	HL	APPROVED:	DP
PROJECT NO:	70025552	DESIGNED:	TPS	DRAWN:	TPS
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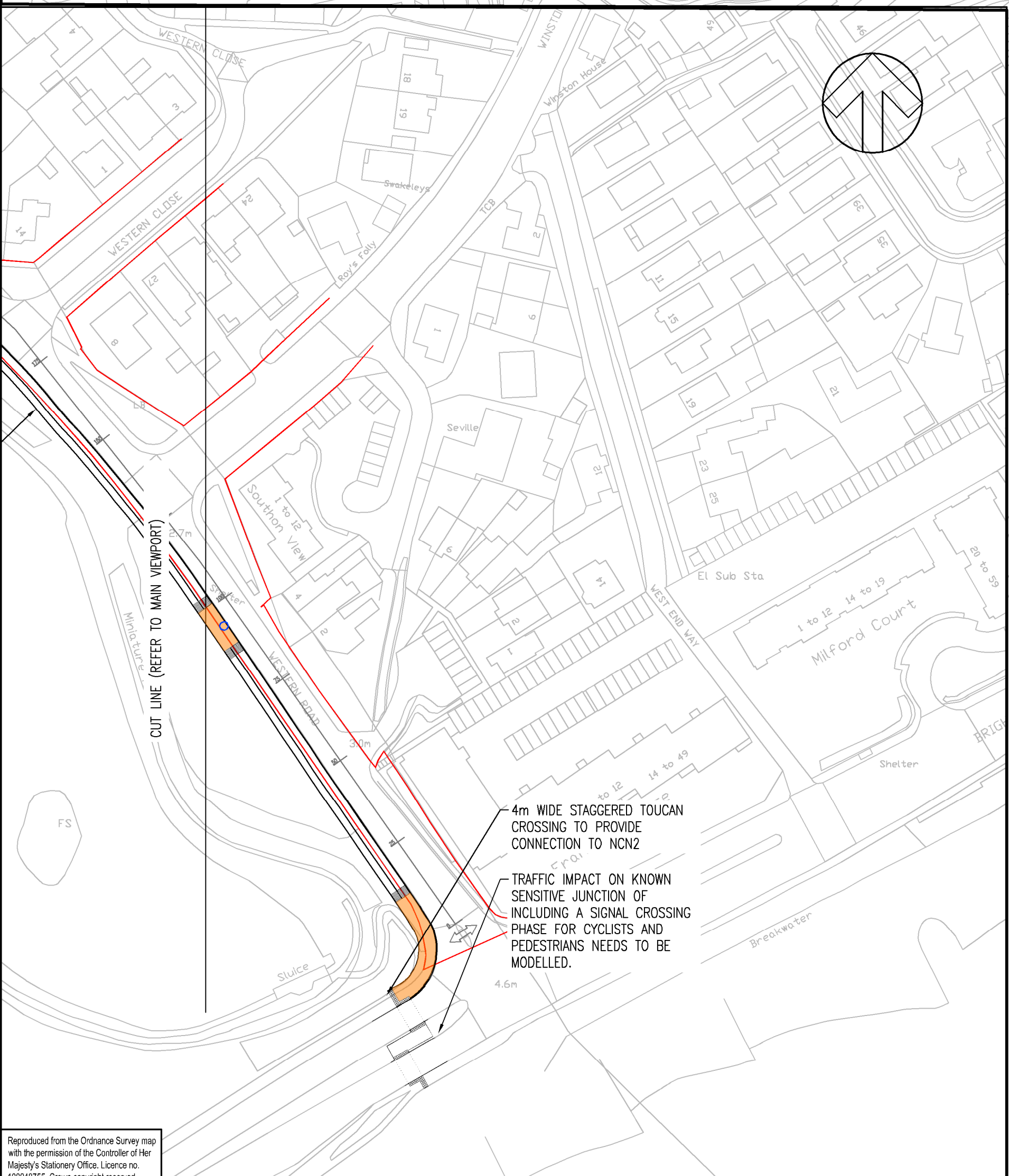
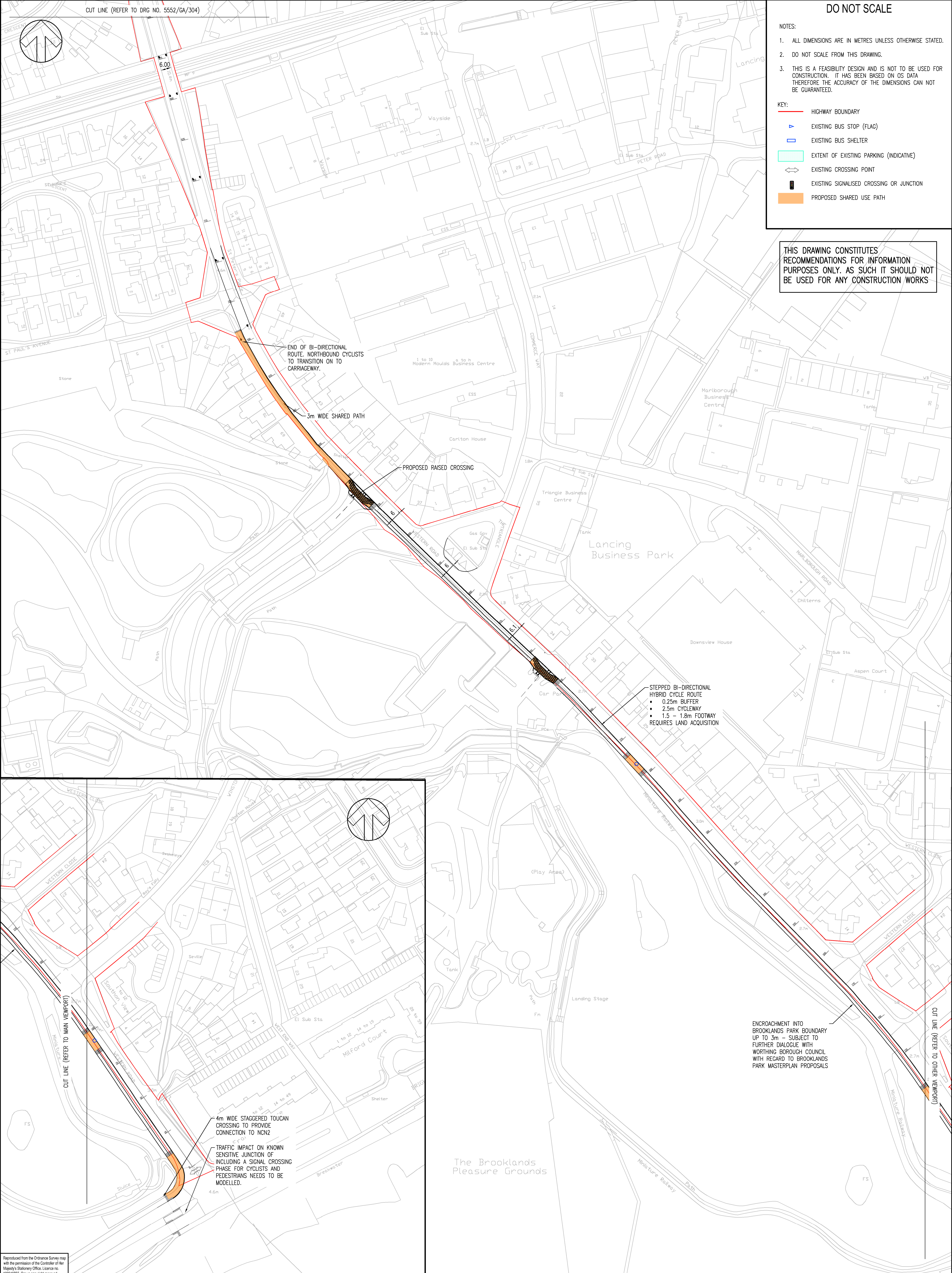
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CLIENT: WEST SUSSEX COUNTY COUNCIL

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PROJECT: SHOREHAM STP PHASE 2
SOMPTING & LANCING HIGH QUALITY CYCLE ROUTE

TITLE: FEASIBILITY DESIGN
SHEET 6 OF 8

SCALE @ A1	CHECKED	APPROVED
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PROJECT NO: 70025552	DESIGNED TPS	DRAWN TPS
DRAWING NO: 5552/GA/305	DATE: February 19	REV: C

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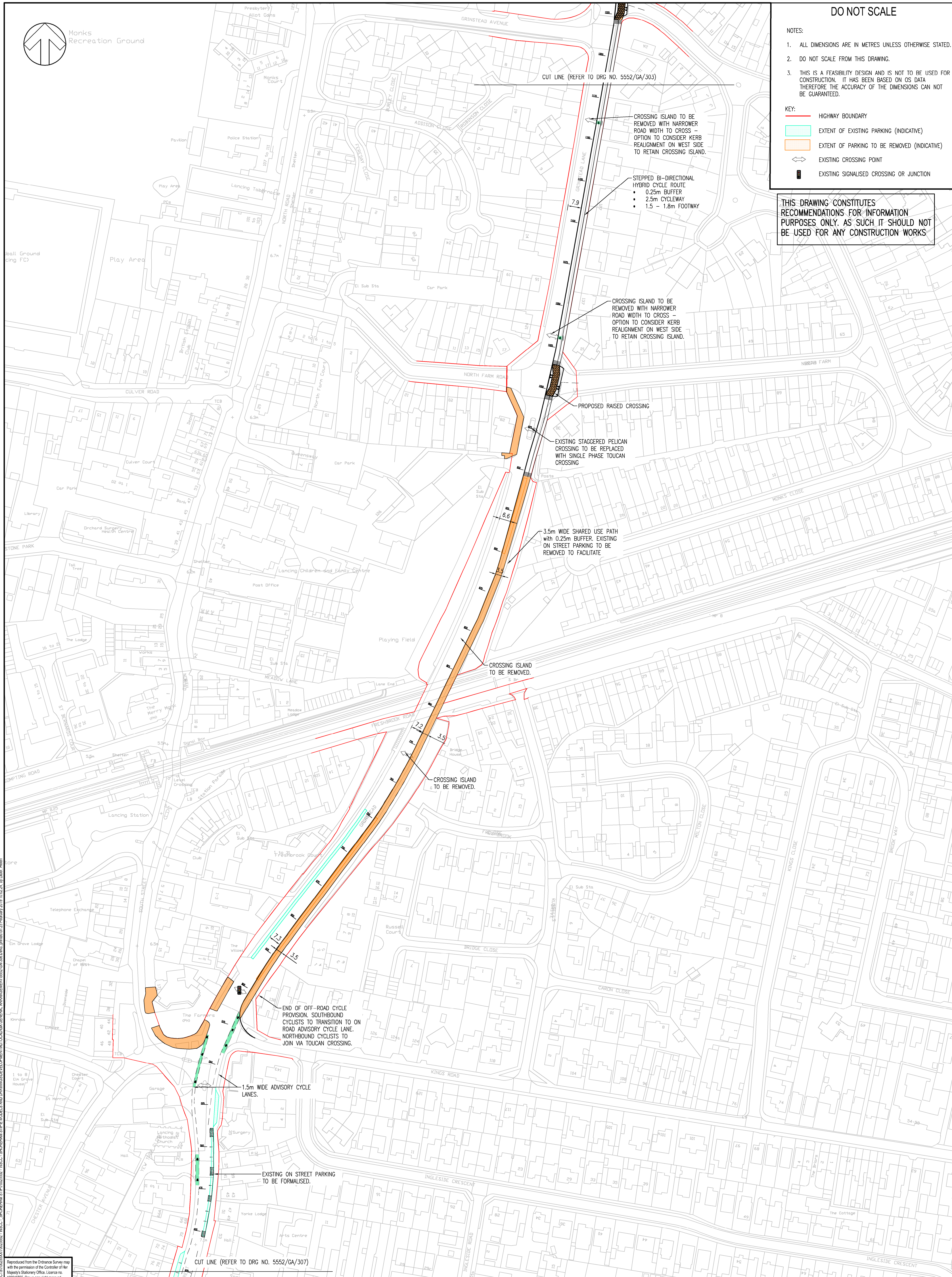


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B	01/02/19	DND	UPDATED DESIGN FOLLOWING MEETING	H	2P
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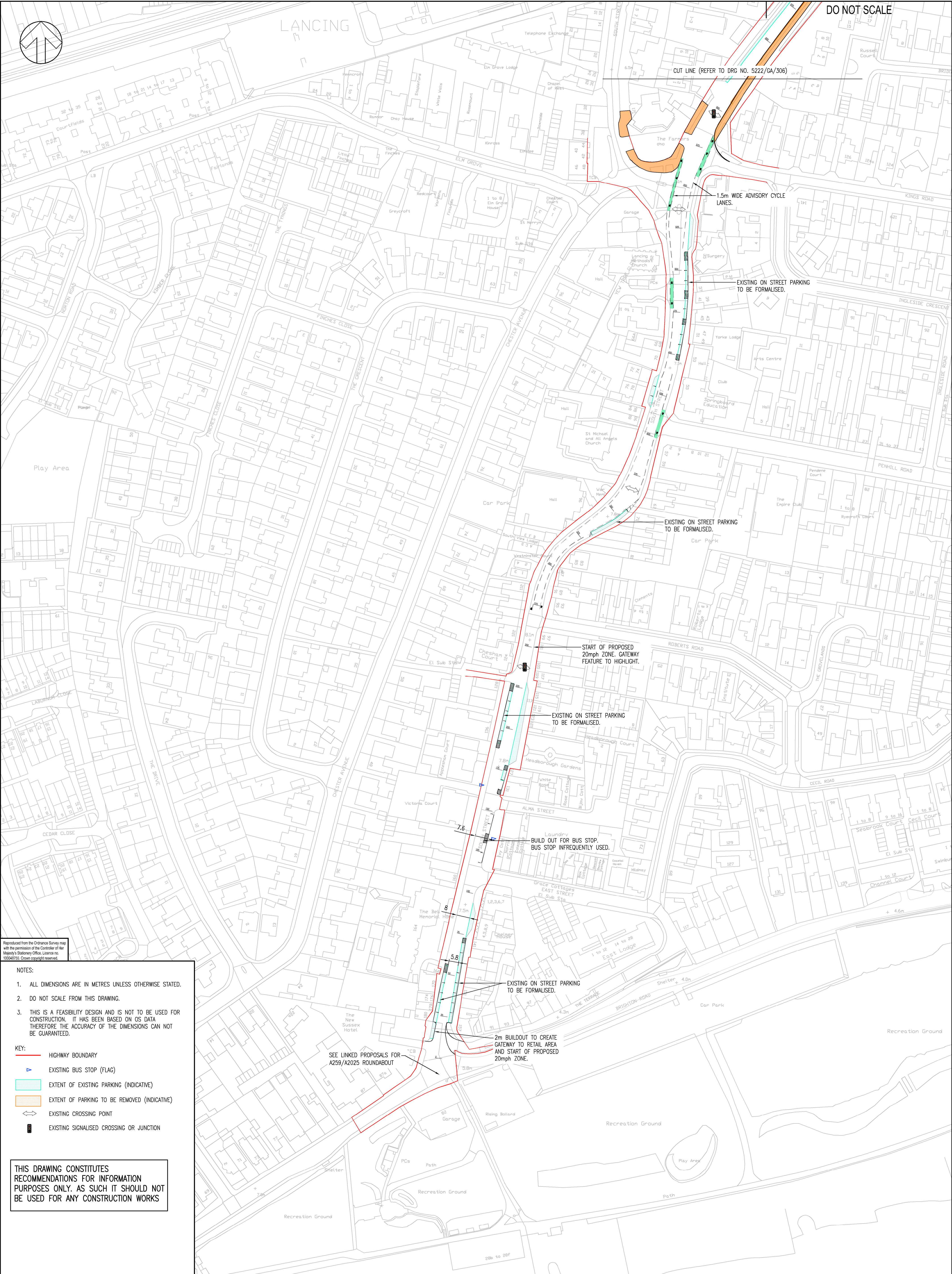
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CLIENT: WEST SUSSEX COUNTY COUNCIL
 ARCHITECT:

PROJECT: SHOREHAM STP PHASE 2
 SOMPTING & LANCING HIGH QUALITY CYCLE ROUTE
 TITLE: FEASIBILITY DESIGN
 SHEET 7 OF 8

SCALE @ A1: 1:1000
 PROJECT NO: 7002552
 DRAWING NO: 5552/GA/306
 CHECKED: HL
 DESIGNED: TPS
 DRAWN: TPS
 DATE: June 18
 APPROVED: DP
 REV: C
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CUT LINE (REFER TO DRG NO. 5222/GA/306)

1.5m WIDE ADVISORY CYCLE LANES.

EXISTING ON STREET PARKING TO BE FORMALISED.

EXISTING ON STREET PARKING TO BE FORMALISED.

START OF PROPOSED 20mph ZONE. GATEWAY FEATURE TO HIGHLIGHT.

EXISTING ON STREET PARKING TO BE FORMALISED.

BUILD OUT FOR BUS STOP. BUS STOP INFREQUENTLY USED.

EXISTING ON STREET PARKING TO BE FORMALISED.

2m BUILDOUT TO CREATE GATEWAY TO RETAIL AREA AND START OF PROPOSED 20mph ZONE.

SEE LINKED PROPOSALS FOR A259/A2025 ROUNDABOUT

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wsp.com

CLIENT: WEST SUSSEX COUNTY COUNCIL

ARCHITECT:

PROJECT: SHOREHAM STP PHASE 2
SOMPTING & LANCING HIGH QUALITY CYCLE ROUTE

TITLE: FEASIBILITY DESIGN
SHEET 8 OF 8

SCALE @ A1: 1:1000

PROJECT NO: 70025552

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DESIGNED: TPS

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West Sussex County Council

SHOREHAM AREA SUSTAINABLE TRANSPORT PACKAGE - A259/A2025 SOUTH STREET JUNCTION

Feasibility Study



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TRANSPORT PACKAGE - A259/A2025 SOUTH
STREET JUNCTION**

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Feasibility Study

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1. SUMMARY

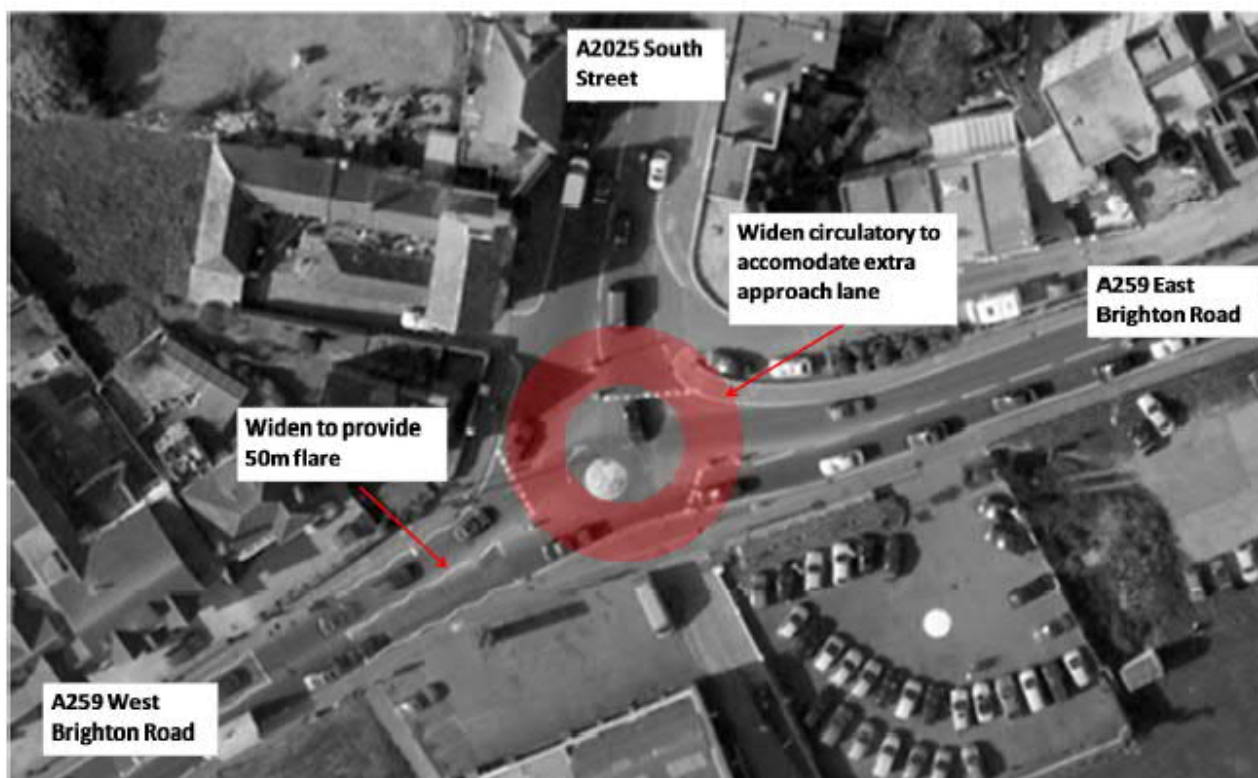
- 1.1.1. This feasibility study builds on previous work undertaken in Phase 1 of the Shoreham Area Sustainable Transport Package (STP) Study.
- 1.1.2. Previous modelling has demonstrated that the existing A259 junction with the A2025 South Street has insufficient capacity for future forecast demand.
- 1.1.3. WSP has been commissioned by West Sussex County Council (WSCC) to investigate the feasibility of upgrading an existing mini-roundabout to a normal¹ roundabout with a 50m effective flare length on its western arm.
- 1.1.4. As part of reviewing the junction's feasibility, a number of constraints and opportunities have been identified to help inform future design.
- 1.1.5. It was found that the proposal in its initial position was not feasible due to the interface of the roundabout with The Terrace private road and limited space available to accommodate a normal roundabout.
- 1.1.6. An alternative positioning has been explored that uses land to the south of the junction. This land is potentially available subject to WSCC negotiation. The additional land facilitates road widening and allows effective pedestrian facilities to be provided. This also prevents interference with The Terrace private road.
- 1.1.7. A high-level cost estimate of the proposal has been produced as an indicative figure to help inform future development decisions. Since it is an early estimate, the actual figure may vary significantly as more information becomes available in future stages of design.
- 1.1.8. A register of the site-specific risks identified can be found in Appendix B.
- 1.1.9. Based on the current information available, the alternative positioning is considered to be feasible, with none of the identified constraints considered likely to prevent the proposal from being pursued. However, further design and investigation is required and may provide new information and additional constraints that may inhibit the proposed scheme.
- 1.1.10. No additional traffic modelling has been undertaken as part of this feasibility study, with this study intended to inform technical issues, in particular in relation to land requirements to facilitate an enlarged roundabout and the longer flare on the western approach to the junction. It is recommended that junction modelling (ARCADY) be undertaken with the proposed design to determine whether the proposed geometry produces the capacity increases that the scheme sets out to achieve. This should be carried out before any additional design work is undertaken.
- 1.1.11. Additional site information will be required to progress design work to the next stage.

¹ A normal roundabout is defined as having a kerbed central island at least 4 metres in diameter (DMRB TD16/07).

2. PROJECT BACKGROUND

- 2.1.1. The Shoreham Area STP Study comprises a package of transport improvements to support growth and to address the forecast impacts from developing housing and employment identified in the Adur Local Plan 2017 and draft Shoreham Harbour Joint Area Action Plan (JAAP).
- 2.1.2. As part of this, the transport infrastructure around Shoreham was assessed in 2016 in the Adur Local Plan Second Addendum: Revised Reissue September 2016 (WSP, October 2016) (ALPSA) to inform future development in the Adur Local Plan. The study highlighted a number of junctions as having insufficient capacity for existing or future forecast demands; or as having safety concerns.
- 2.1.3. The A259 Brighton Road / A2025 South Street mini-roundabout junction was put forward as having insufficient capacity for future forecast demand. The study proposed to mitigate this by widening the road on the western approach to allow a flare with an effective length of 50m. It was proposed to upgrade the existing junction to a 30m diameter 'standard' roundabout to facilitate this. Figure 5.3 in the ALPSA shows an indicative arrangement for this, which has been replicated as **Error! Reference source not found.-1**.

Figure 2-1 – Indicative Arrangement Proposed in the Adur Local Plan Second Addendum



- 2.1.4. WSP has been commissioned by West Sussex County Council (WSCC) to provide a junction feasibility level design and associated costs that allows for additional junction capacity in line with that identified within the previous studies, which also includes safe pedestrian and cycle crossing facilities. No further junction modelling has been undertaken as part of this study.

3. DESIGN SPECIFICS

3.1. ASSUMPTIONS

3.1.1. The following assumptions have been made in carrying out this work:

- The feasibility was initially explored for the arrangement described and shown in the ALPSA. Once the proposed location was found to be undesirable, the position has been adjusted from that shown in **Error! Reference source not found.** to produce an effective solution. By 'standard' roundabout, it is understood this refers to a 'normal' roundabout as defined in DMRB TD16/07;
- Only a roundabout configuration has been explored in detail. Other types of junction may yield improved capacity and safety benefits and have been briefly mentioned later in the report;
- The land to the south (which is currently occupied by Setyres Lancing and Albion Hand Car Wash²) will be available for inclusion as part of the development;
- Existing green space from a part of Lancing Beach Green to the south of the western arm will be available to enable road widening; and
- All information received from WSCC is correct and current, including
 - Highway boundary
 - OS mapping
 - Lancing Vision^{ibid} ambitions.

3.2. SITE VISIT

3.2.1. A site visit was conducted on the 24th April 2018. This involved a site walkover and some measurements were taken of the retaining wall between the A259 and The Terrace.

3.2.2. Observations made during the site visit are included under their relevant headings in Section 4.

3.2.3. A number of queries were raised from the site visit. After discussion with WSCC, the following points were agreed:

- The narrow strip of green space to the south-east of the roundabout is available for inclusion in the design and which is understood to be owned by the landowner of Albion Hand Car Wash; and
- Vehicle access to the south is assumed not to be needed directly from the junction. Vehicle access to the land to the south for the servicing of any future buildings is assumed to be via the Lancing Beach Car Park slightly to the east accessible from A259 Brighton Road, as identified by

² The land occupied by Setyres is occupied under lease from WSCC whereas Albion Hand Car Wash is owned by a third party. Proposals for redeveloping these sites, as initially highlighted in the Lancing Vision, are subject to further discussions with the landowners and businesses occupying the sites.

'Option 3' in the Lancing Vision³⁴. This is subject to further discussion with Lancing Parish Council regarding the current status of the Lancing Vision proposals.

3.3. REVIEW OF TRAFFIC MODELLING

- 3.3.1. It was not within the scope of works to evaluate legacy traffic modelling.
- 3.3.2. However, it should be noted that any design should be supported with relevant junction modelling (ARCADY) in order to ensure that the geometry provides the desired capacity.
- 3.3.3. This is likely to require up to date traffic flow data information for the junction to inform this modelling. It is noted that proposals for the Highways England A27 Worthing – Lancing scheme may significantly impact flows through this junction, so any further ARCADY modelling to be undertaken at the junction will need to consider this.

3.4. ROUNDABOUT GEOMETRY

- 3.4.1. A design was produced that matched the location and description given in **Error! Reference source not found.**: a 30m diameter normal roundabout with a 50m effective flare length on the western approach arm. This initial design is shown in drawing 5552-GA-100 in Appendix A along with the identified constraints with this configuration.
- 3.4.2. It was established that the interaction between The Terrace private road created complications with the horizontal and vertical alignment of the roundabout geometry, which could not easily be resolved by retaining the roundabout in its initial location. These complications are explored in Section 4.2.2.
- 3.4.3. A second design was produced where the roundabout was positioned further south. Additionally, the external diameter was reduced slightly to balance the requirements of:
 - Minimising land taken from the south, due to:
 - The level difference
 - Maximising future usable space
 - Encouraging value engineering;
 - Permitting an effective interface with The Terrace by
 - Allowing some space between the accessway and the roundabout entry
 - Retaining access to The Terrace;
 - Improving traffic capacity above the existing situation;
 - Respecting the built up nature of the area;
 - Considering possible future development to the north and south;
 - Turning requirements of larger vehicles; and
 - The requirements of Non-Motorised Users.

³ Lancing Vision (2012), Adur District Council and Lancing Parish Council (BDP): <https://www.adur-worthing.gov.uk/media/media,98418,en.pdf>

⁴ It is understood that there is an historical underground bunker in the vicinity of this proposed access point which would need to be investigated as part of any wider redevelopment proposals

- 3.4.4. The second configuration is shown in drawing 5552-GA-101 in Appendix A.
- 3.4.5. It should be noted that the arrangement described does not guarantee that the design will be produced to the required junction capacity. For instance, a 50m flare with a very tight entry radius could slow traffic sufficiently to reduce the capacity of the roundabout. No additional traffic modelling has been undertaken as part of this feasibility study and it is recommended that junction modelling (ARCADY) be undertaken with the proposed design to determine whether the proposed geometry produces the capacity increases that the scheme sets out to achieve. This should be carried out before any additional design work is undertaken.

3.5. VEHICLE TRACKING

- 3.5.1. The second configuration design has been tested by undertaking swept path analysis with a large articulated vehicle. The results are shown in drawing 5552-ATR-100 (Appendix A).
- 3.5.2. While this type of vehicle may be uncommon on UK roads, the junction's position along the A259 and proximity to businesses mean that it's possible that very large vehicles will use the junction.
- 3.5.3. The articulated vehicle that was modelled has a more onerous turning requirement than those for other vehicles within the normal maximum dimensions permitted in the current vehicle construction and use regulations. Therefore the swept path analysis demonstrates that the design will accommodate all other anticipated vehicle types.
- 3.5.4. Using the proposed design, swept path analysis showed that an articulated HGV was not able to exit from The Terrace private road onto the roundabout. This was deemed to be acceptable, as this matches the existing situation, and large HGVs are not expected in a narrow residential private road.
- 3.5.5. The proposed design seeks to optimise the space required for more probable vehicle types and has therefore been designed to accommodate a 7.5 tonne box van.
- 3.5.6. Additionally, swept path analysis indicates that an average car can effectively negotiate the proposed roundabout without using the overrun areas.

3.6. VISIBILITY SPLAYS

- 3.6.1. The proposed roundabout's visibility (second configuration) has been analysed according to DMRB TD16/07.
- 3.6.2. The design's visibility was found to be compliant in all but one area, where forward visibility was not achieved 70m back from the northern approach. This is due to the existing on-street parking on South Street obscuring visibility. Drawing 5552-GA-102 in Appendix A shows the visibility splays analysed.
- 3.6.3. This forward visibility issue may require a Departures from Standards Process to be approved. The proposal produced as part of the separate Lancing and Sompting High Quality Cycle route design which is a separate element of the Shoreham Area STP study makes formal provision for this parking. While this does not resolve the visibility issue, the measures are engineered to encourage slower vehicle speeds. Lower speeds reduce the corresponding stopping sight distance required, so the wider proposal should provide an improvement in safety from the existing situation. It is also noted that forward visibility issue exists on the approach from South Street due to the position of South Street parking, which could be relocated as part of proposals for the wider area.

4. CONSTRAINTS AND OPPORTUNITIES

4.1. PARKING

- 4.1.1. Existing on-road parking along South Street is located on both sides of the road, and has an impact on the visibility for vehicles entering the roundabout. This may also affect what manoeuvres are possible in the final design due to the approach and exit angle required to accommodate parking.
- 4.1.2. From the site visit it was noted that a number of vehicles were parked on double yellow lines in close proximity to the roundabout. If left unaddressed, this will exacerbate visibility and accessibility issues.
- 4.1.3. To address undesired on-street parking, it is proposed to form a build-out in front of the existing public house. The lack of space remaining on the carriageway will discourage parking, as parking would block the carriageway. Furthermore, the build-out will not inhibit visibility. A build-out also presents an opportunity for streetscape improvements such as trees (set back to retain visibility), benches or planters.

4.2. 'THE TERRACE' PRIVATE ROAD

- 4.2.1. The Terrace is a private access road to a number of properties with a view to the sea. It also has designated on-road parking. Access is provided from both South Street and East Street. The road runs parallel and adjacent to Brighton Road. The Terrace is 0.7-1.2m higher than Brighton Road in the vicinity of the roundabout, and is separated from Brighton Road by a retaining wall.
- 4.2.2. The proposed roundabout for the arrangement shown in **Error! Reference source not found.** would interface directly with The Terrace, effectively providing the roundabout with an additional arm. The feasibility drawing does not show The Terrace as an additional arm because this arrangement was found not to be desirable to pursue, for the following reasons:
- Levels - to tie into existing levels, some existing parts of the road would have to be raised approximately 1m. If this is done over a short distance to minimise works, it risks vehicles grounding. If it is done over a larger distance for a more gradual gradient, this would notably increase the complexity of the design, in order to tie in with other accesses in the vicinity and to ensure adequate drainage and visibility. Without any levels information available and with the complexities involved, it was not considered appropriate to examine this design in depth at a feasibility stage;
 - Swept path analysis – with the arrangement shown in 5552-GA-100 (Appendix A), it is not possible for vehicles larger than a private car to manoeuvre from The Terrace to Brighton Road using the first exit, thus having to turn right and complete a full circulation of the roundabout to head east;
 - Highway ownership - as a private road, it does not appear to be possible to modify the approach from The Terrace safely within the highway land available. It may still be possible to change the layout with additional permissions/land purchase. This issue may be exacerbated if the highway boundary received is erroneous (see boundary constraints, below); and
 - Geometry - given the narrow spacing between South Street, The Terrace and Brighton Road, a standard circular roundabout may not allow the entrances/exits sufficient space for safe

access/egress, or may lead to wide sections of road that encourage high speeds or driver confusion. A non-circular roundabout could mitigate this.

- 4.2.3. It may be possible to adapt The Terrace to connect directly into South Street, as existing. However, with the roundabout entry arm being positioned further north, this may bring the approach unacceptably close to The Terrace access and raise concerns about driver confusion and visibility.
- 4.2.4. To avoid disrupting The Terrace and the existing retaining wall, it was proposed to position the roundabout further to the south.
- 4.2.5. To improve safety further, access to the roundabout from The Terrace can be removed. This could be achieved by designating The Terrace as a cul-de-sac so that access is only served from East Street. Alternatively, an eastward one-way system could be enforced. These options have not been pursued in the design shown in drawing 5552-GA-101 (Appendix A).
- 4.2.6. It is proposed to use high-contrast surfacing or paving across accesses to raise awareness of pedestrians. It is noted that paving is likely to be more resource intensive as a design solution in terms of ongoing maintenance costs, so a high contrast surfacing treatment is likely to be more desirable.
- 4.2.7. Additionally it is proposed to reduce the width of The Terrace access to facilitate a shorter and more direct crossing, and provide access to the proposed shared use footway for cyclists. Swept path analysis indicates that light goods vehicles will still be able to turn left from The Terrace to join the eastbound A259 with this arrangement. This proposal will need to be addressed through public consultation with local stakeholders in the next stages of design for any proposal taken forward.

4.3. BAR/RESTAURANT ACCESS

- 4.3.1. Opposite The Terrace, there is an additional access drive to The New Sussex Hotel bar/restaurant. It appears that this access would not need to be modified with the proposed layout. However it would be desirable for vehicles to be restricted to left turns for access and egress due to proximity with the roundabout. This proposal will also need to be addressed through public consultation with the local business in the next stages of design for any proposal taken forward.

4.4. BURIED SERVICES

- 4.4.1. Record plans received from WSCC reveal a number of buried services which may be affected by any junction improvements. These include:
 - SGN Medium Pressure Gas Main (MPGM) in Brighton Road;
 - SGN Low Pressure Gas Main (LPGM) in the footway of South Street and Brighton Road, and also located in The Terrace;
 - UK Power Network (UKPN) Low Voltage (LV) underground electrical cable in both South Street footways, The Terrace and the northern footway of Brighton Road;
 - UKPN High Voltage (HV) underground electrical cable in the connecting footway from South Street to Brighton Road western (east-bound) approach;
 - Southern Water water supply main in Brighton Road and South Street;
 - Southern Water foul sewer in South Street, Brighton Road and a parallel sewer located in the southern footway of Brighton Road;

- BT Openreach (BT) telecommunication cables in both South Street footways, The Terrace, a connection across the existing roundabout to SE tyres, and the northern footway of Brighton Road; and
- Virgin Media (VM) ducts (assumed to include fibre optic cables) in both South Street footways and both Brighton Road footways.

4.4.2. Utilities which are more likely to require protection or diversion are the services currently located in the existing footway that would be located in the proposed carriageway. These utilities include:

- The BT Openreach telecommunications connection to the existing garages to the south;
- The SGN Low Pressure gas connection to the existing garages to the south;
- At least 100m of Southern Water Foul sewer;
- The Southern Water main connecting the existing garages to the south;
- The UKPN LV connection to the existing garages to the south;
- Approximately 40m of UKPN LV underground cable in the vicinity of the existing pelican crossing;
- At least 100m of VM telecommunications ducts; and
- The VM telecommunications ducts supplying the restaurant to the south.

4.4.3. The existing pelican crossing will need to be replaced as part of the proposed works. As such, any underground cabling and its supplying feeder pillar will require moving.

4.4.4. As with any regrading works, all manhole and service covers would need adjusting to the new road profile and replacing with skid resistant cover with a Polished Skid Resistance Value (PSRV) ≥ 45 in accordance with BS 9124 if they are not compliant.

4.4.5. Depending on where any designs for the waterfront are in planning, it may be beneficial to phase any proposed works to the junction with any utility upgrades or extensions required for forthcoming developments to the south.

4.5. BOUNDARY CONSTRAINTS

4.5.1. It should be noted that the highway boundary plans received do not match the demarcation across The Terrace visible on the site visit. If the boundary is taken from the physical demarcation, this will affect the options available for access to The Terrace. This inconsistency has been avoided by repositioning the proposed roundabout to the south.

4.5.2. It should also be noted that it is not possible to achieve a 50m-long flare on the western approach without obtaining additional land from Lancing Beach Green to the south of the approach.

4.6. EXISTING LEVELS

4.6.1. The existing mini-roundabout appears to fall to the south. South of the roundabout, the gradient becomes steeper toward the existing garage and to the south of the western roundabout arm. The proposals for enlarging the junction should take into account these falls and tie in with surrounding levels, in order to avoid unnecessary cost with retaining structures.

4.6.2. One notable constraint is the existing public footpath which passes south of the western roundabout arm. To retain an accessible gradient it may be necessary to raise the existing footpath further to the south in order to tie in with the new road levels at the top of the path, which may be higher. This would need to be addressed during a future design stage.

4.7. DRAINAGE

- 4.7.1. The existing junction drains to the south to gullies, which are assumed to drain to the existing Southern Water sewer in the vicinity. The proposals are expected to marginally increase the contributing impermeable area to the existing network. Whether the existing system has capacity for increased runoff will need to be investigated further at a future design stage. There may also be an opportunity to use Sustainable Drainage Systems (SuDS) such as tree pits or permeable paving as part of any streetscape improvements in the vicinity of the junction.

4.8. PROVISION FOR PEDESTRIANS

- 4.8.1. The pavement's visual condition in vicinity of the roundabout is noted to be particularly poor. Any upgrade to the junction presents an opportunity to resurface nearby pavements, improving the streetscape.
- 4.8.2. There may be opportunity to remove street clutter from the vicinity. The need and location for the bin, existing signage and the telephone box in the vicinity of the junction could be reviewed.
- 4.8.3. Other than the pelican crossing on the western arm, the existing junction has no formal crossings for pedestrians. Pedestrian islands have been provided on the northern and eastern arms. However, at these locations pedestrians must cross a large distance (up to 7.5m) and no tactile paving is provided for the benefit of sight-impaired footway users. The central islands provided are approximately 1.2m wide, which is the minimum specified in LTN 2/95.
- 4.8.4. It is proposed to formalise the uncontrolled crossings by deploying tactile paving according to best practice, increasing the width of pedestrian islands and reducing the distance which pedestrians need to cross where possible.
- 4.8.5. One location where it is not possible to reduce the distance pedestrians cross is on the eastern arm. This is due to the swept path requirements of articulated vehicles turning east from South Street. The crossing distance could be reduced by relocating them to the east; however this moves the crossing further from pedestrian's desire line, and so is not recommended.
- 4.8.6. Given the high traffic flows experienced at times, there may be justification to propose signalised pedestrian crossings, or zebra crossings as recommended by DMRB TD16/07 for a category 8 roundabout in Table 6/1. However, any crossing that provides priority for pedestrians will affect the capacity of the junction, and as stated above, the need to set such facilities back from the junction give way line means that such facilities may not address pedestrian desire lines.
- 4.8.7. It is also proposed to deploy high-contrast surfacing or paving across the carriageway where pedestrians are likely to cross. This may encourage drivers to exercise more caution by raising awareness of people crossing. As noted above, paving is likely to be more resource intensive as a design solution in terms of ongoing maintenance costs, so a high contrast surfacing treatment is likely to be more desirable.

4.9. PROVISION FOR CYCLISTS

- 4.9.1. There is currently no formal provision for cyclists at the junction. The guidance for cyclist provision at roundabouts varies depending on the expected traffic flows. Table 1 below gives an indication of the daily traffic flows and speeds at the junction, which have been compiled from the WSCC Traffic Monitoring Database using the available records in the vicinity of the junction.

Table 4-1 – Local Traffic Count Data

	Permanent ATC – 2017 Data A259 Lancing, Brighton Road (west of The Broadway)	16 – 21 June 2008 A259 near Eastern Car Park	13 – 15 Sept 2006 South Street near Penhill Road	1 – 3 June 2006 A259 near Lancing Park
5 Day 24 Hour Average	20,910	17,794	12,785	27,704
85%tile Speed	N/A	35.7	29.4	35.3

- 4.9.2. The data represent different periods of time and some of the data is approximately ten years old. However, they are sufficient to demonstrate that the junction experiences more than 8,000 or 10,000 vehicles a day, at which point it is recommended that cyclists are segregated from traffic at a roundabout (DMRB TA 91/05 and Sustrans, respectively).
- 4.9.3. Since national trends have seen a steady increase in traffic volumes, it is probable that the present-day situation, for the sites with older data above, has more traffic than the historic figures shown; however more recent data is required to determine whether this is true at the specific locations.
- 4.9.4. One option to improve provision for cyclists is to produce a 'continental'-style roundabout, where cyclists are segregated from pedestrians with sharp entry radii for vehicles. This is not considered appropriate for this context for three reasons:
- This scheme was devised to examine the feasibility of improving the junction to cater for increased future traffic demand; not to maximise streetscape improvements. A continental roundabout may adversely affect capacity and therefore not fulfil the initial rationale for the scheme;
 - The turning requirements of articulated HGVs (which are expected at this location) require large entry radii. This does not lend itself to a traditional continental roundabout; and
 - It is desirable to minimise the amount of additional space taken from the south-western grass bank due to the level difference and impacts on Lancing Beach Green. Shared-use facilities on both sides of the road (as proposed) requires up to 5.5m from this area. High quality segregated provision for cyclists could increase the extent of additional land required by a further 2m.
- 4.9.5. Another option could be to use cycle lanes or light segregation for cyclists on the roundabout. However, DMRB states that there is insufficient evidence for British design standards to support on-road segregation on roundabouts amid reported safety concerns.
- 4.9.6. As such, it is proposed to make the surrounding footways shared use for cyclists, widen to 3m where possible and provide associated connectivity for cyclists to the road where the shared-use facilities terminate. This is a compromise between minimising the additional space required for the junction, retaining capacity improvements for vehicles, and providing infrastructure for pedestrians and cyclists around the junction.
- 4.9.7. It has not been possible to widen the shared use path immediately adjacent to the retaining wall due to the swept-path requirements of a large HGV turning east from South Street, and the desire to avoid modifying the existing retaining wall. The existing 2m-wide footway is considered acceptable

for shared use across this short distance and the low number of pedestrians observed to be using the footway. This is below the minimum effective width for short sections of shared use path which would typically be 2.5m so may require a Departure from Standards process to be completed.

- 4.9.8. It should be noted that this shared-use option does not provide the most direct route for cyclists. While safer than remaining on the carriageway, the indirect route around the junction is inconvenient and may be not be used by experienced riders.
- 4.9.9. Table 4-3 describes the proposed movements for cyclists with the proposed layout.

Table 4-2 – Cyclist Movements at Proposed Roundabout

From \ To	North	West	East
North		Cyclists join shared footway, cross Brighton Road using uncontrolled crossing, join shared-use path and rejoin road after roundabout.	Cyclists join shared path before rejoining the carriageway
West	Cyclists join shared-use path using ramp before joining South Street after roundabout		Cyclists use ramp to join shared path, cross South Street using uncontrolled crossing and then rejoin road after roundabout
East	Cyclists join shared-use path using ramp, cross Brighton Road and South Street at the uncontrolled crossings and rejoin road	Cyclists use ramp to join shared-use path, rejoin road after roundabout.	

- 4.9.10. The footway to the north and south of the western arm is proposed to be upgraded to shared use. Therefore, it is proposed to upgrade the existing controlled crossing on the western arm to a toucan crossing. This would be expected to be used by cyclists approaching from the west that intend to access the seafront to the south; or used by cyclists from the south wishing to go north along South Street.

- 4.9.11. Additional cycle provision for these experienced riders could be provided in the form of a cycle-only roundabout exit to the shared-use path/cycleway to the south. This could help improve connectivity with future development to the south.

4.10. SIGNALISED JUNCTION

- 4.10.1. Given the high traffic flows that this junction experiences, capacity and safety could possibly be improved with a signalised configuration. This may provide the opportunity for safer and more user-friendly pedestrian and cyclist crossing facilities to be provided closer to the desire lines across the junction (for example in terms of accessing Lancing Beach Green from South St), however an appropriate balance will need to be found between signals prioritising vehicle movements versus pedestrians and cyclist movements. Junction modelling would be required to test this. It is also noted that signalisation is likely to increase traffic queues and delay at off-peak times, and in particular result in additional traffic queuing in South Street on approach to the junction which may not be desirable from a public realm and air quality perspective. Since this option is outside the scope of this feasibility study, it has not been explored in depth.

4.11. SHARED SPACE

- 4.11.1. An alternative solution may be to consider a shared space design for the junction. Whilst the scope does not include investigating this further, a shared space proposal appears to be in keeping with the 2012 Lancing Vision for Beach Green and the surrounding area, and could potentially provide capacity, aesthetics and safety benefits. However, in July 2018 it is noted that the Department for Transport wrote to local authorities⁵ to ask them to pause the introduction of Shared Space schemes following the publication of the Government's Inclusive Transport Strategy. This is so further research can be undertaken and updated guidance about shared space scheme can be produced because of mixed views about the impacts of shared space schemes.

5

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/31154/inclusive-transport-strategy-letter.pdf

5. COSTING

- 5.1.1. As part of this feasibility design process, cost estimates for these works have been prepared with a breakdown provided in Appendix C.

6. CONCLUSIONS

- 6.1.1. This feasibility study has demonstrated that it is feasible to upgrade the existing South Street - A259 junction to a normal roundabout within the existing constraints identified.
- 6.1.2. Some notable design risks⁶ were identified and should be addressed further in future design stages. These risks include:
- The presence of utilities;
 - Acquisition of land to the south;
 - Existing slopes to the south;
 - Additional impermeable area contributing to the existing drainage system;
 - Junction safety in proximity to parking and accesses; and
 - The design has not been remodelled at this stage to confirm that the capacity benefits of the scheme can be achieved.
- 6.1.3. The feasibility report has also noted a number of related opportunities which could be developed alongside the junction improvements, including:
- Improving pedestrian crossings by reducing the crossing distance and providing the necessary tactile surfaces;
 - Improving pavement conditions by resurfacing;
 - Removing redundant street furniture (e.g. telephone box, unnecessary signage);
 - Improving cycle infrastructure with off-road shared-use paths;
 - Consideration of streetscape improvements to link South Street with the waterfront; and
 - Adding turning restrictions to The Terrace and the access to the New Sussex Hotel.
- 6.1.4. It is recommended that junction modelling (ARCADY) be undertaken with the proposed design using up to date traffic flow information to determine whether the proposed geometry produces the capacity increases that the scheme sets out to achieve.

⁶ A full project management risk register has not been completed at this stage. Full consideration of political, economic, social, technological, legal and environmental risks is recommended at the next design stage.

Appendix A

FEASIBILITY STUDY DRAWINGS

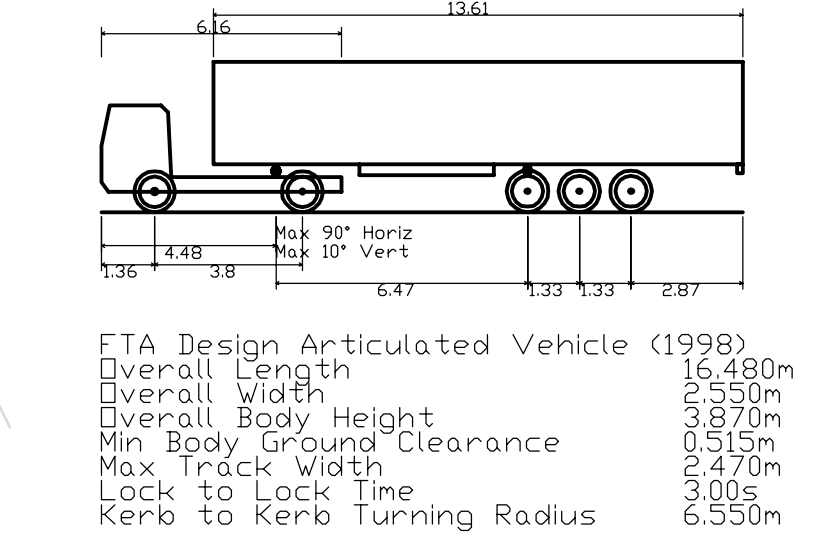


DO NOT SCALE

DRAFT

- NOTES
- THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT DOCUMENTATION, DRAWINGS AND STANDARD DETAILS. INFORMATION REGARDING THE LOCATION AND DEPTH OF EXISTING SERVICES CANNOT BE GUARANTEED BY THE STATUTORY UNDERTAKER AND SHOULD BE CONFIRMED ON SITE.
 - CONFLICTING INFORMATION SHOWN ON THE ENGINEER'S DRAWINGS OR DISCREPANCIES BETWEEN THE INFORMATION GIVEN BY THE ENGINEER AND THAT PROVIDED BY OTHERS MUST BE REFERRED TO THE ENGINEER BEFORE THE WORKS COMMENCE. DIMENSIONS SHALL NOT BE SCALED FROM THIS DRAWING. ALL DIMENSIONS SHOWN ARE IN METRES.
 - REQUIRED PROVISION FOR NON-MOTORISED USERS TO BE CONFIRMED AND TO TIE IN WITH LANCING & SOMPTING CYCLE DESIGN TO THE NORTH.
 - THE CAPACITY OF A ROUNDABOUT CAN CHANGE SIGNIFICANTLY BASED ON MINOR CHANGES TO GEOMETRY - e.g. APPROACH DEFLECTION. IT IS RECOMMENDED THAT ADDITIONAL MICRO-MODELLING IS CARRIED OUT TO DETERMINE MORE SPECIFIC GEOMETRIC REQUIREMENTS IN ORDER TO PROVIDE THE CAPACITY DESIRED.
 - BY USING THE GEOMETRY OF A STANDARD ROUNDABOUT THERE IS SCOPE TO FLARE ALL APPROACHES IF REQUESTED. IF A FLARE IS ONLY DESIRED FOR THE WESTERN APPROACH, A COMPACT ROUNDABOUT MAY BE MORE APPROPRIATE GIVEN THE CONSTRAINTS.
 - JUNCTION HAS BEEN TRACKED (NOT SHOWN) USING THE DESIGN VEHICLE SHOWN BELOW AT A SPEED OF 10mph.
 - VISIBILITY SPLAYS HAVE BEEN ANALYSED IN ACCORDANCE WITH TD16/07 (NOT SHOWN) AND THERE APPEAR TO BE NO NOTABLE VISIBILITY CONCERNS WITH THIS LAYOUT.

- KEY
- LAND ASSUMED AVAILABLE
 - ADDITIONAL LAND REQUIRED FOR DESIGN
 - LAND WHICH WOULD BE DESIRABLE FOR AN IMPROVED DESIGN
 - EXISTING AREA USED FOR ON-STREET PARKING
 - HIGHWAY BOUNDARY
 - EFFECTIVE FLARE LENGTH MEASURED IN ACCORDANCE WITH DMRB TO 16/07



REV	DATE	BY	DESCRIPTION	CHK	APP
A	10/04/18	TPS	FIRST ISSUE	AS	SB

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ARCHITECT: -

SITE/PROJECT: SHOREHAM STP PHASE 2 SOUTH STREET JUNCTION

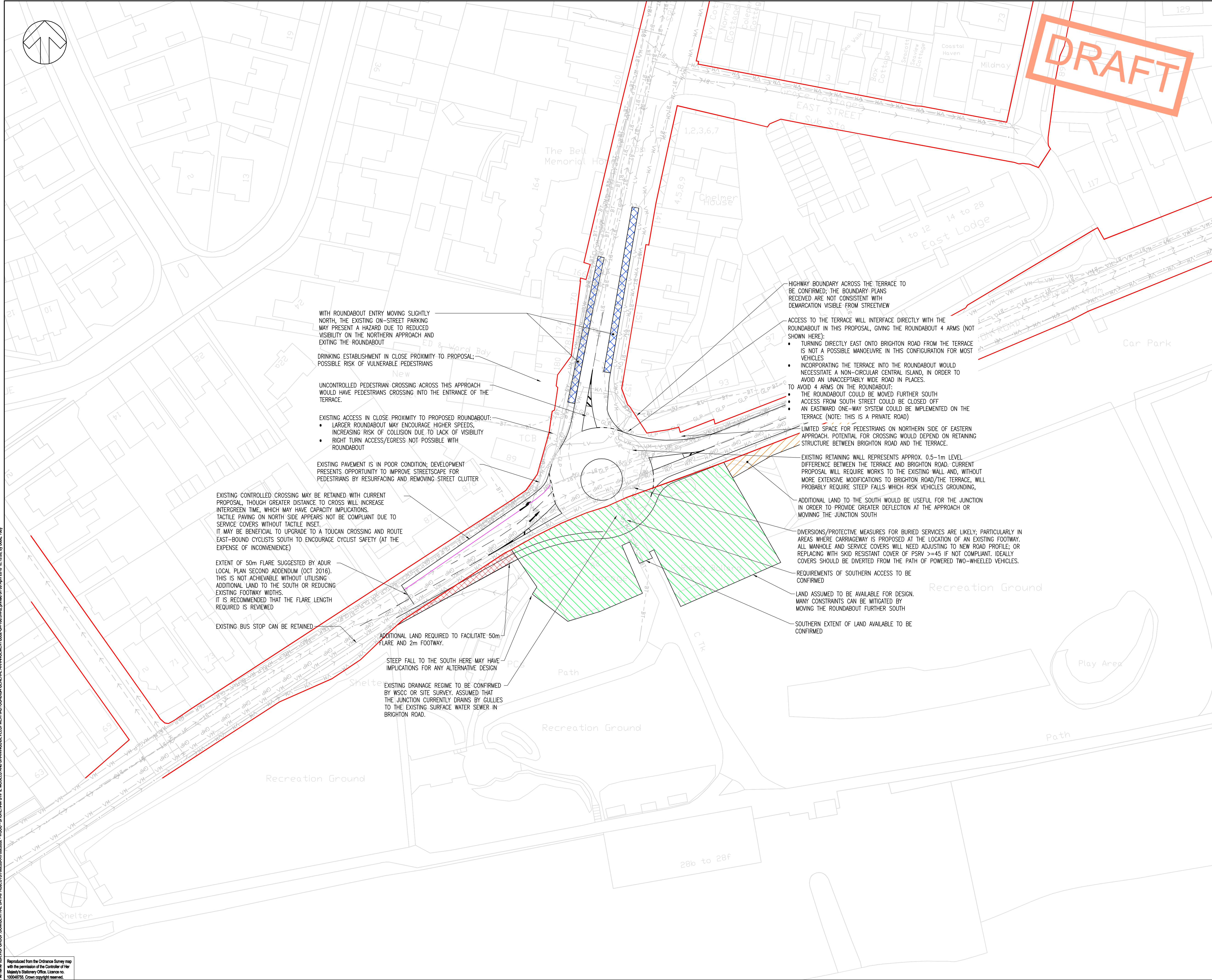
TITLE: 50m FLARE ON WESTERN ARM FEASIBILITY DRAWING

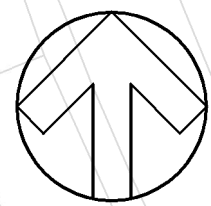
SCALE @ A1:	CHECKED:	APPROVED:
1:500	AS	SB

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
70025552	TPS	TPS	April 18

DRAWING NO:	REV:
5552-GA-100	A

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4. DIMENSIONS SHALL NOT BE SCALED FROM THIS DRAWING. ALL DIMENSIONS SHOWN ARE IN METRES.
5. REQUIRED PROVISION FOR NON-MOTORISED USERS TO TIE IN WITH LANCING & SOMPTING CYCLE DESIGN TO THE NORTH (DRAFT ARRANGEMENT SHOWN).
6. THE CAPACITY OF A ROUNDABOUT CAN CHANGE SIGNIFICANTLY BASED ON MINOR CHANGES TO GEOMETRY - e.g. APPROACH DEFLECTION. IT IS RECOMMENDED THAT ADDITIONAL MICRO-MODELLING IS CARRIED OUT TO DETERMINE WHETHER THE DESIGN PROVIDES THE CAPACITY DESIRED.
7. ARRANGEMENT SHOWN IS INDICATIVE ONLY AND WILL REQUIRE ADDITIONAL DETAILED DESIGN TO COMPLY WITH LOCAL/NATIONAL GUIDANCE AND STANDARDS.
8. REFER TO 5552-GA-102 FOR VISIBILITY SPLAYS.
9. THIS DRAWING CONSTITUTES FEASIBILITY ONLY. IT IS NOT INTENDED AS A DETAILED DESIGN DRAWING AND HAS NOT BEEN SUBJECT TO CDM REVIEW PROCEDURES; AS SUCH, IT SHOULD NOT BE USED TO UNDERTAKE CONSTRUCTION WORKS OF ANY KIND.

KEY

- LAND ASSUMED AVAILABLE
- EXISTING AREA USED FOR ON-STREET PARKING
- PROPOSED OVERRUN AREA
- PROPOSED CONTRASTING SURFACING/PAVING
- HIGHWAY BOUNDARY
- 30mm UPSTAND MOBILITY KERB (BRETT SAFETY KERB OR SIMILAR APPROVED)

CONTRASTING/PAVED SURFACING AT PEDESTRIAN CROSSINGS AND ACCESSES HIGHLIGHT CONFLICT LOCATIONS

EXISTING PAVEMENT IS IN POOR CONDITION; DEVELOPMENT PRESENTS OPPORTUNITY TO IMPROVE STREETSCAPE FOR PEDESTRIANS BY RESURFACING AND REMOVING STREET CLUTTER

SHARED USE PATH

EXISTING CONTROLLED CROSSING TO BE UPGRADED TO TOUCAN CROSSING - INDICATIVE LOCATION SHOWN.

CYCLISTS TO MERGE TO SHARED USE PATH VIA RAMP

EXISTING BUS STOP CAN BE RETAINED

CYCLISTS TO MERGE WITH CARRIAGEWAY VIA RAMP

PROPOSAL TO TIE IN WITH LANCING & SOMPTING HIGH QUALITY CYCLE ROUTE PROPOSALS

DROPPED KERB AT THIS LOCATION PERMITS CYCLISTS ACCESS TO USE SHARED USE FACILITIES FROM THE NORTHERN APPROACH

SHARED USE PATH

CYCLISTS TO MERGE WITH CARRIAGEWAY VIA RAMP

CYCLISTS TO MERGE TO SHARED USE PATH VIA RAMP

SHARED USE PATH

INDICATIVE VEHICLE ACCESS TO DEVELOPMENT TO THE SOUTH BASED ON LANCING VISION OPTION 3.

REV	DATE	BY	DESCRIPTION	CHK	APP
C	14/01/19	YO	CYCLE MERGE ONTO SHARED USE PATHWAY	IPS	JL
B	20/06/18	TPS	ADDITION OF ZIG-ZAG MARKINGS AT THE PEDESTRIAN CROSSING	AMS	CB
A	10/04/18	TPS	FIRST ISSUE	AS	CB

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ARCHITECT:

SITE/PROJECT: SHOREHAM STP PHASE 2 SOUTH STREET JUNCTION







TITLE: FEASIBILITY DESIGN 50m FLARE AT WESTERN APPROACH

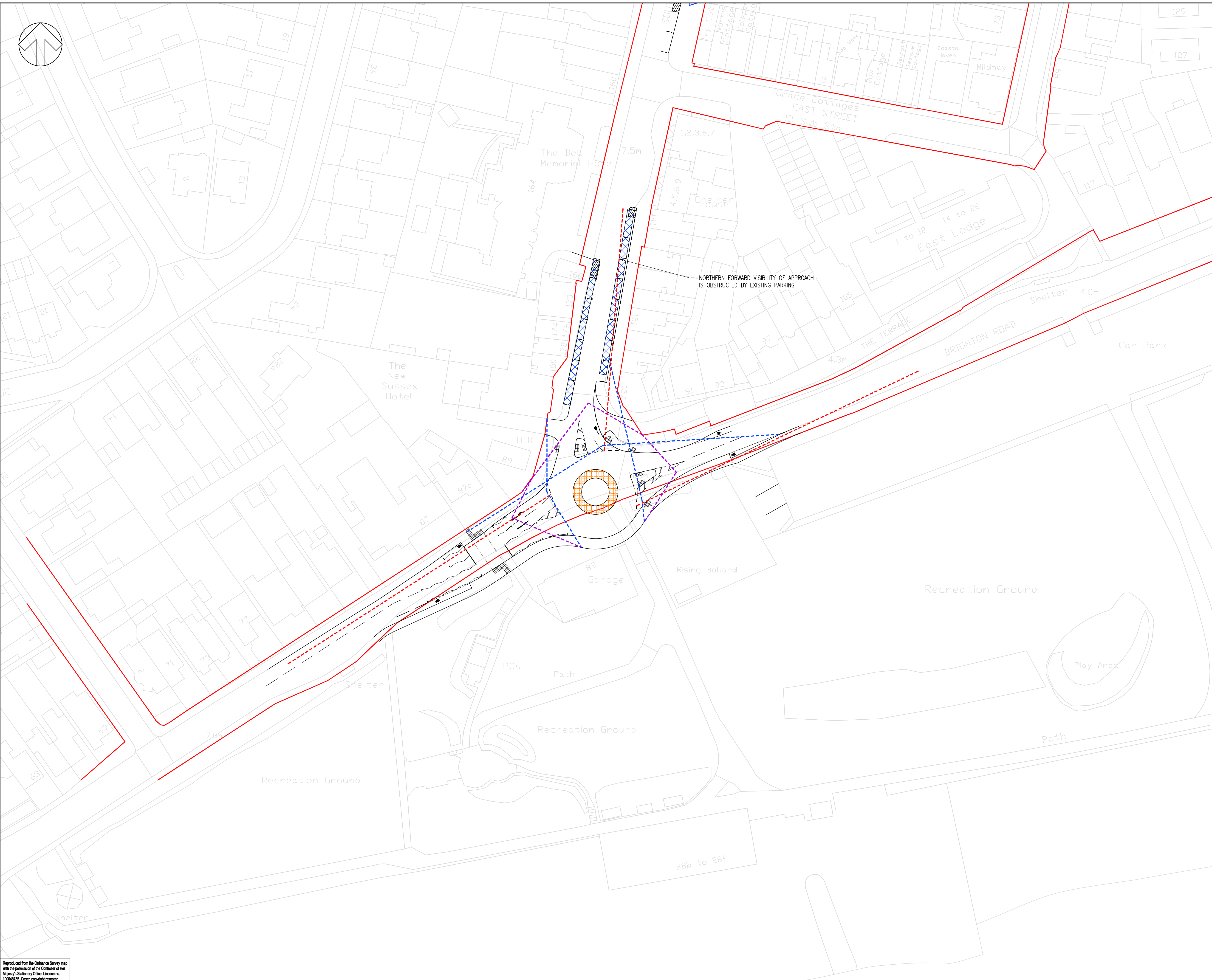
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PROJECT NO:	70025552	DESIGNED:	TPS	DRAWN:	TPS
DRAWING NO:	5552-GA-101	DATE:	April 18	REV:	C
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 4. DIMENSIONS SHALL NOT BE SCALED FROM THIS DRAWING.
 5. VISIBILITY SPLAYS MEET THE REQUIREMENTS OF DMRB TD16/07 WITHIN MODIFIED HIGHWAY BOUNDARY OF PROPOSAL, EXCEPT NORTHERN FORWARD APPROACH VISIBILITY DUE TO EXISTING PARKING.

- KEY
-  EXISTING AREA USED FOR ON-STREET PARKING
 -  PROPOSED OVERRUN AREA
 -  HIGHWAY BOUNDARY
 -  90m FORWARD VISIBILITY ON APPROACH
 -  FORWARD VISIBILITY SPLAY 15m FROM GIVE WAY
 -  VISIBILITY SPLAY AT ENTRY



REV	DATE	BY	DESCRIPTION	CHK	APP
B	11/01/2019	TPS	LAYOUT ADJUSTED SLIGHTLY FOR CYCLISTS	AW5	EJ
A	20/06/2018	TPS	FIRST ISSUE	AW5	CB

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ARCHITECT: -

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TITLE: FEASIBILITY DESIGN VISIBILITY SPLAYS

SCALE @ A1:	1:500	CHECKED:	AMS	APPROVED:	CB
PROJECT NO:	70025552	DESIGNED:	TPS	DATE:	June 18

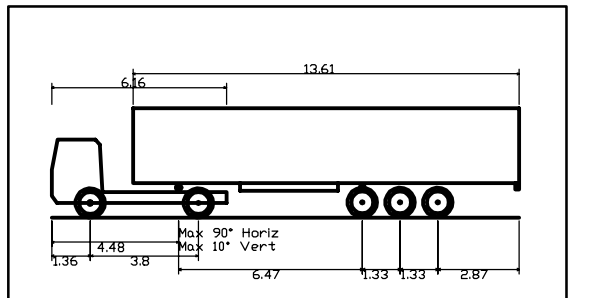
DRAWING NO:	5552-GA-102	REV:	B
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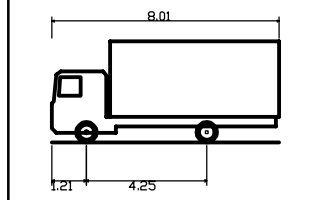
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 5. ARRANGEMENT SHOWN IS INDICATIVE ONLY AND WILL REQUIRE ADDITIONAL DETAILED DESIGN TO COMPLY WITH LOCAL/NATIONAL GUIDANCE AND STANDARDS.
 6. ALL CARS TRACKED AT 20mph. VAN AND HGVS TRACKED AT 10mph.

KEY



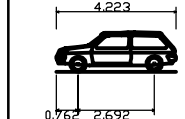
ETA Design Articulated Vehicle (199B)

Overall Length	13.61m
Overall Width	2.47m
Min Body Ground Clearance	0.27m
Max Track Width	2.47m
Lock to lock time	5.27m
Kerb to Kerb Turning Radius	6.550m



7.5t Box Van

Overall Length	8.010m
Overall Width	2.100m
Min Body Ground Clearance	0.250m
Track Width	2.350m
Lock to lock time	4.000m
Kerb to Kerb Turning Radius	7.400m



DB32 Private Car

Overall Length	4.223m
Overall Width	1.715m
Min Body Ground Clearance	0.253m
Max Track Width	1.659m
Lock to lock time	4.000m
Kerb to Kerb Turning Radius	5.700m

REV	DATE	BY	DESCRIPTION	CHK	APP
B	11/01/2019	TPS	LAYOUT ADJUSTED SLIGHTLY FOR CYCLISTS	AMS	CB
A	20/06/2018	TPS	FIRST ISSUE	AMS	CB

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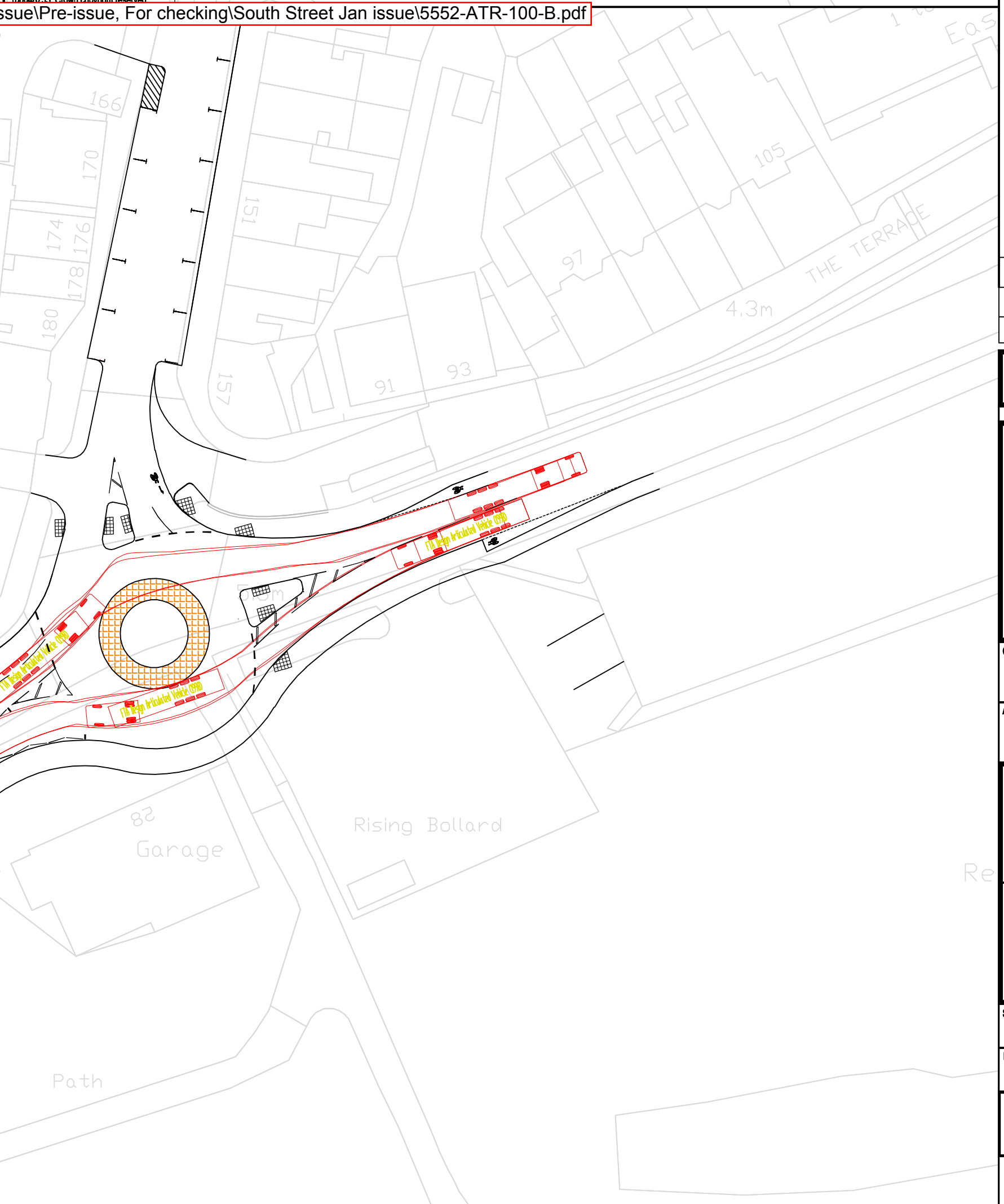
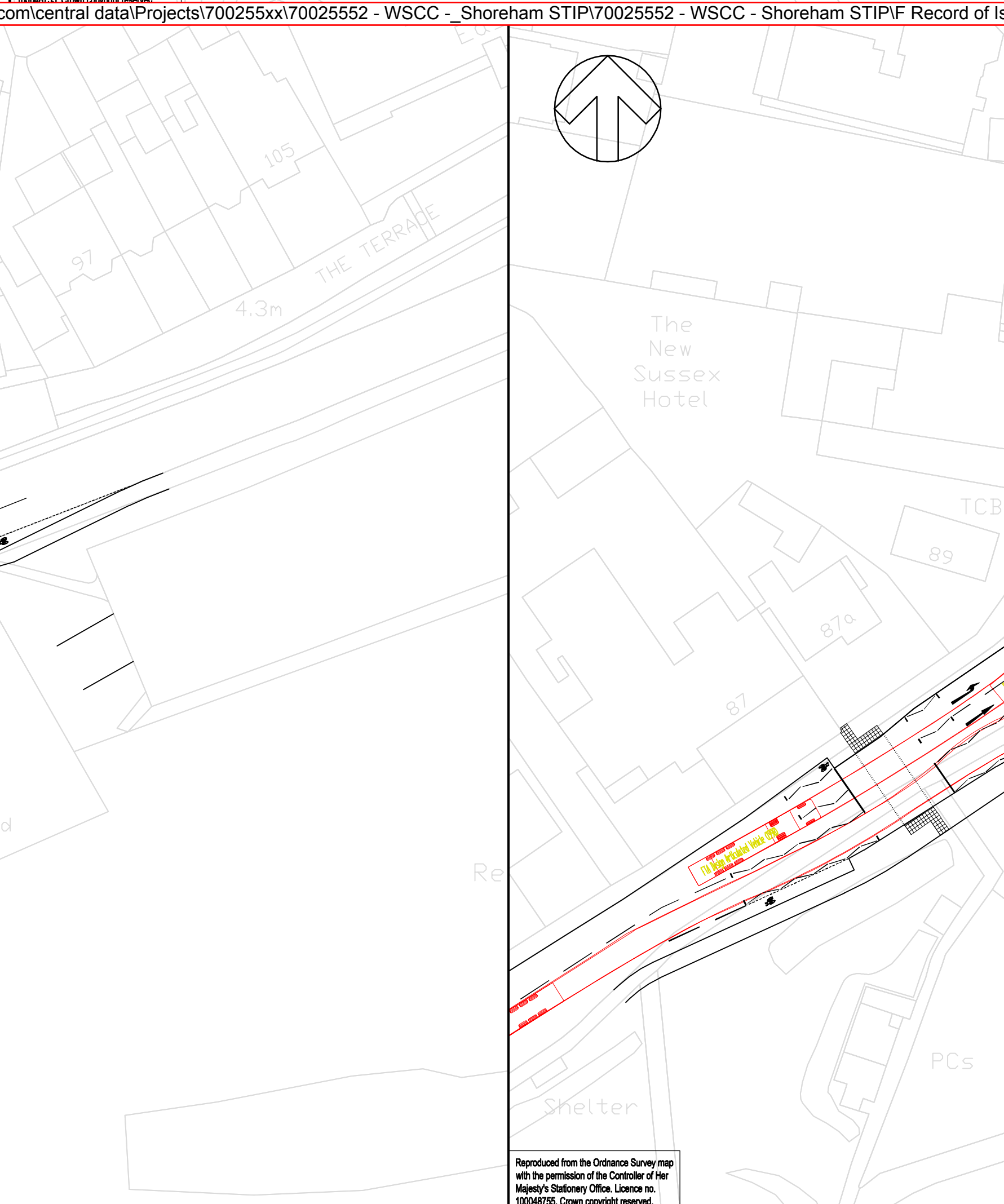
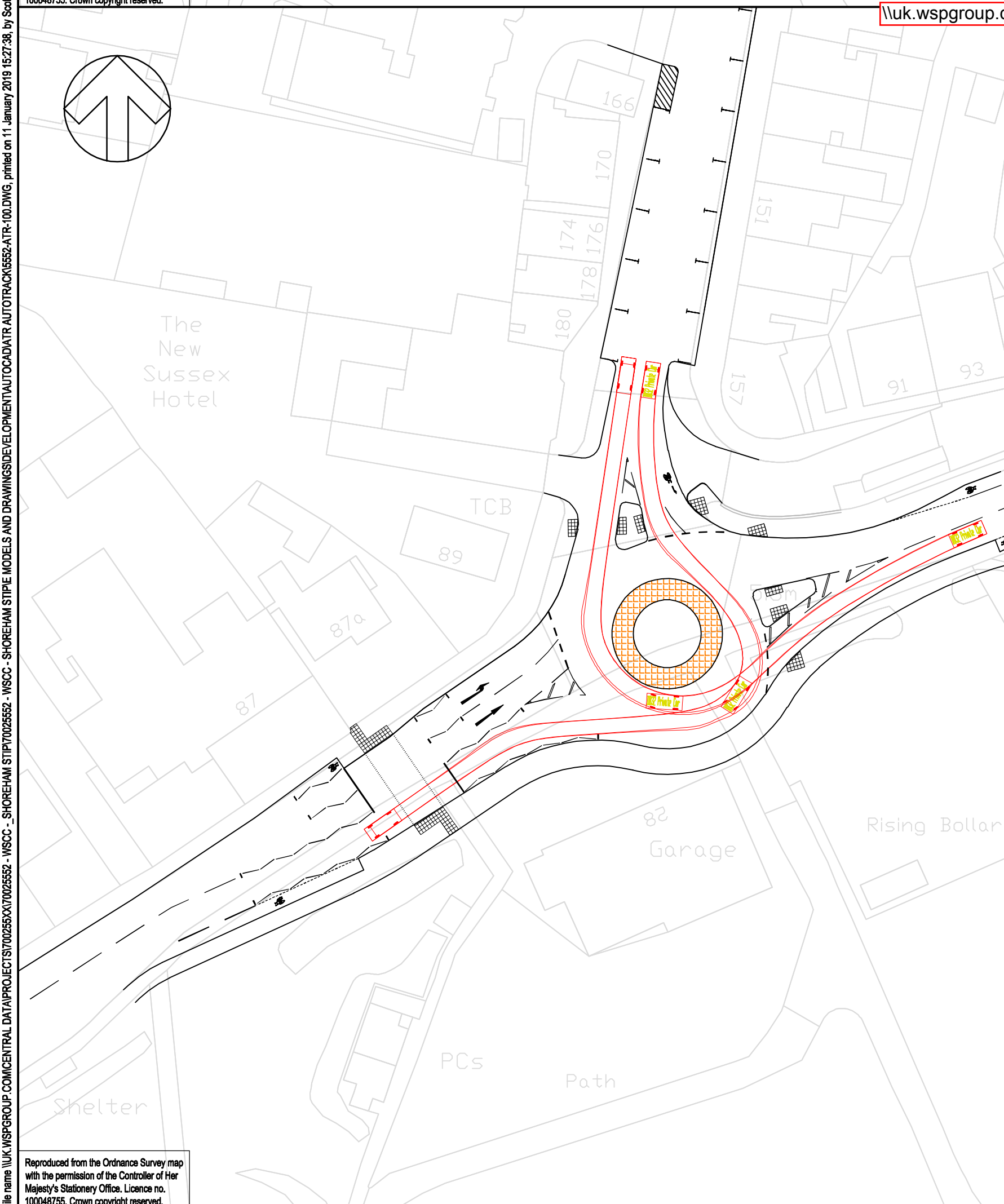
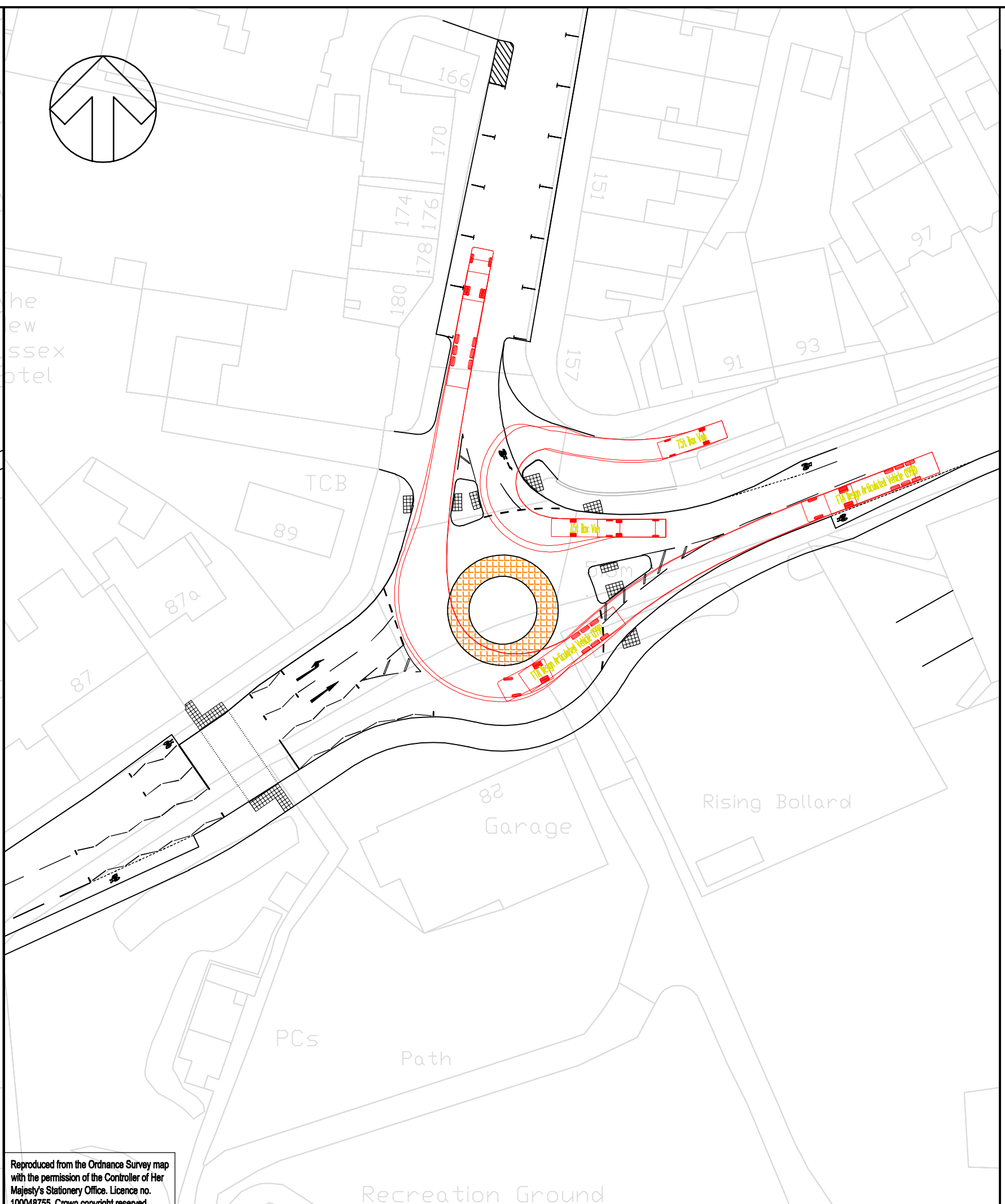
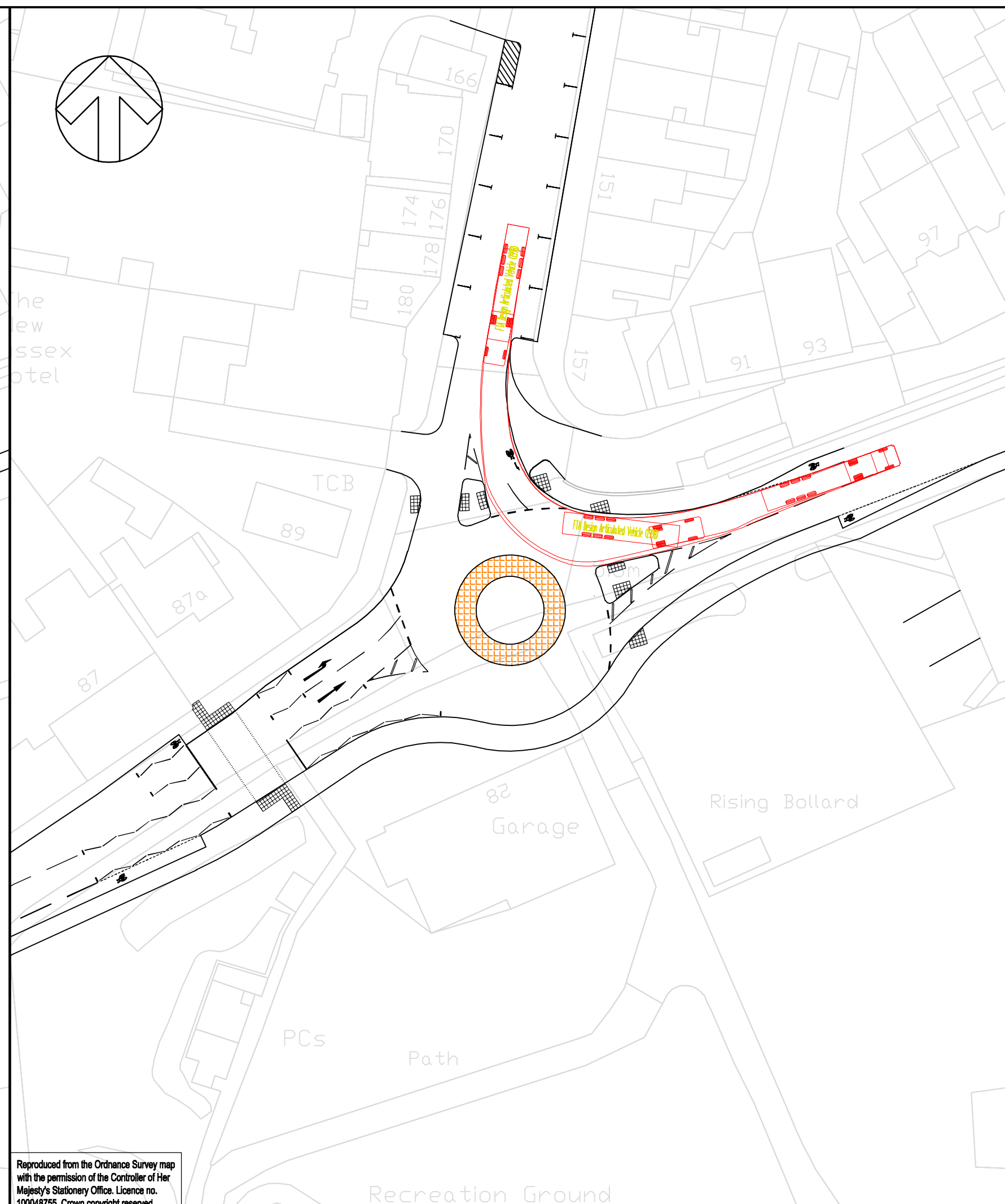
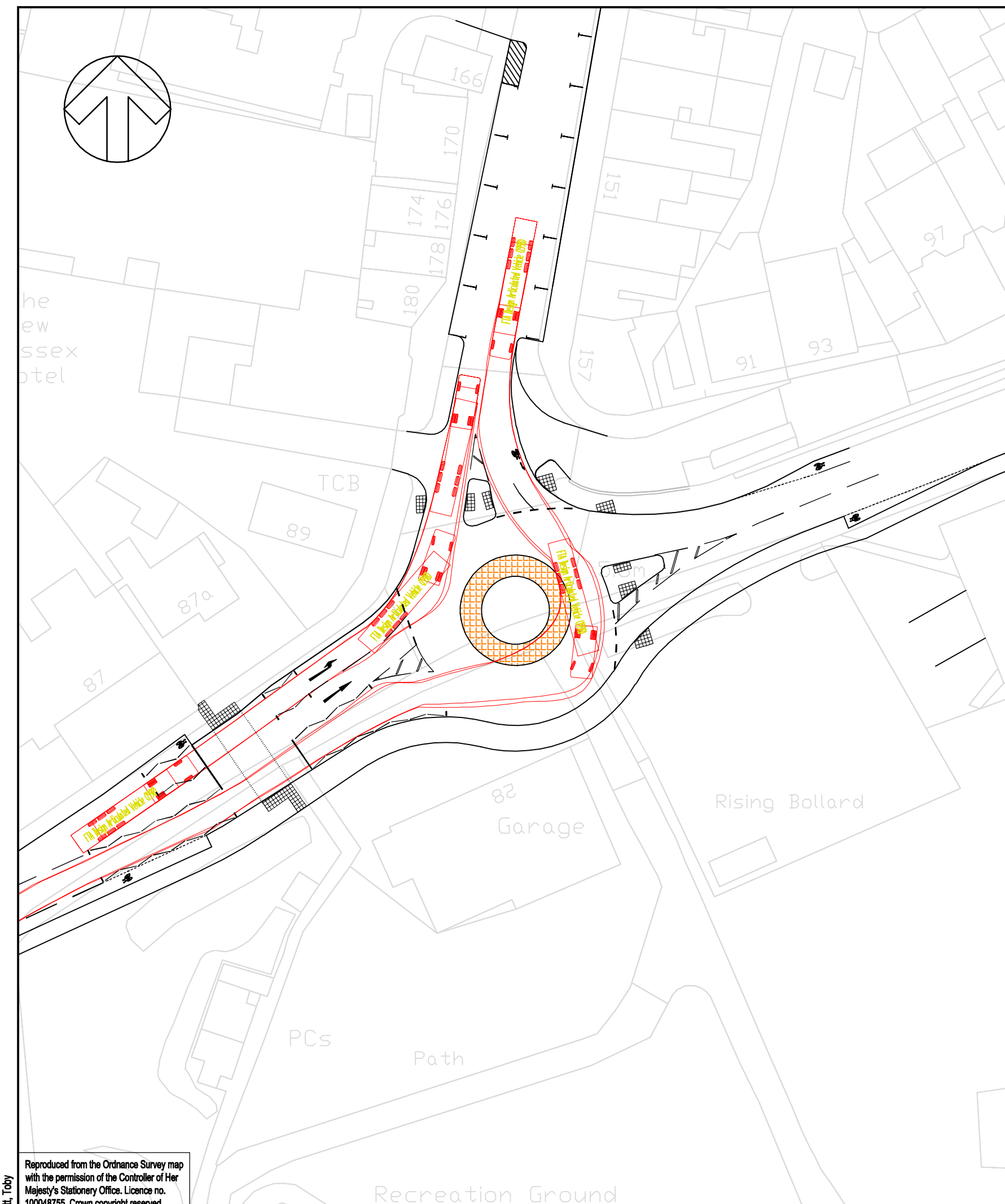
ARCHITECT: -

SITE/PROJECT: SHOREHAM STP PHASE 2 SOUTH STREET JUNCTION

TITLE: FEASIBILITY DESIGN SWEEP PATH ANALYSIS

SCALE @ A1:	1:500	CHECKED:	AMS	APPROVED:	CB
PROJECT NO.:	70025552	DESIGNED:	TPS	DATE:	June 18
DRAWING NO.:	5552-ATR-100	REV:	B		

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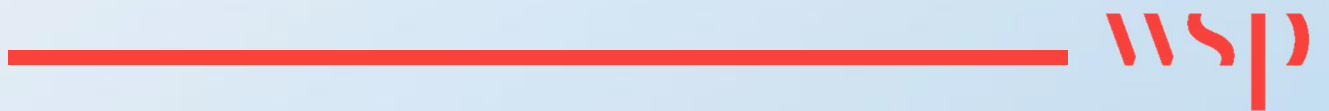
Appendix B


T446: DESIGN RISK MANAGEMENT
SCHEDULE



Appendix C

SCHEME COSTINGS



 <p>WSP Feasibility Estimate review 13/12/18</p>	
Scheme Name/Reference: 70025552 Shoreham STP Phase 2 South Street Junction	
	Dec-18 WSP Review
	Costs
General Construction Cost Estimate	
Series 200: Site Clearance (Removal of paving,kerbs,signs , etc.)	£ 7,945.50
Series 300: Fencing	£ 2,191.44
Series 400: Road Restraint Systems(Pedestrian guardrailing, vehicular restraint systems)	£ 3,883.20
Series 500: Drainage and Service Ducts	£ 26,398.57
Series 600: Earthworks & Excavation	£ 39,331.92
Series 700: Carriageway Construction	£ 100,953.15
Series 1100: Kerbs, Footways and Paved Areas	£ 29,705.00
Series 1200: Traffic Signs, Traffic Signals and Road Markings	£ 82,875.94
Series 1300: Street Lighting	£ 13,000.00
Series 3000: Landscaping and Ecology	£ 3,226.00
Works Sub total	£ 309,510.72
Add Items of construction contingency for items not identified and precise detail/spec	5% £ 15,475.54
Add 15% for working in and around live c/way	15% £ 48,747.94
Add Preliminaries/TM and OH & P	35% £ 130,806.97
Construction cost estimate @ 4Q'18 Prices	£ 504,541.16
ADD Other considerations	
Work by Statutory undertakers and others allowance	£ 200,000.00
Survey/Investigate/Design/Procure/Supervise/manage & liase	20% £ 100,908.23
Land cost - 90m2 @ £540.50 per sq m 90 m2	£540.00 £ 48,600.00
Land costs - 90m2 - additional inflation cost to 2018 assuming 2% inflation	2% £ 972.00
Approximate Indicative Total Budget Estimate excl Risk, Optimism Bias & Inflation	£ 855,021.40
Risk /Optimism Bias	44% £ 376,209.41
Approximate Indicative Total Budget Estimate excl Inflation	£ 1,231,230.81
Inflation allowance assuming construction takes place in 2023	15% £ 184,684.62
Final Total	£ 1,415,915.43

LIST OF EXCLUSIONS AND PRICING NOTES

Exclusions

VAT
Legal issues

Pricing notes

Review of base estimate is at 4Q 2018 prices

June '18 quantities were measured from drawing nr 5552-GA-101B and have been taken as correct for the purposes of this review

Disproportionately high STATS diversion costs are anticipated due to number and type of STATS likely to be affected by works - assumed £25k for each of the 8 identified STATS

Land cost provided by WSCC based on 'Land Values for Policy Appraisal', MHCLG, May 2017 - Adur residential value assumed - WSCC to investigate further

Assumed £60k cost for relocating/provision of toucan crossing added to Series 1200 summary



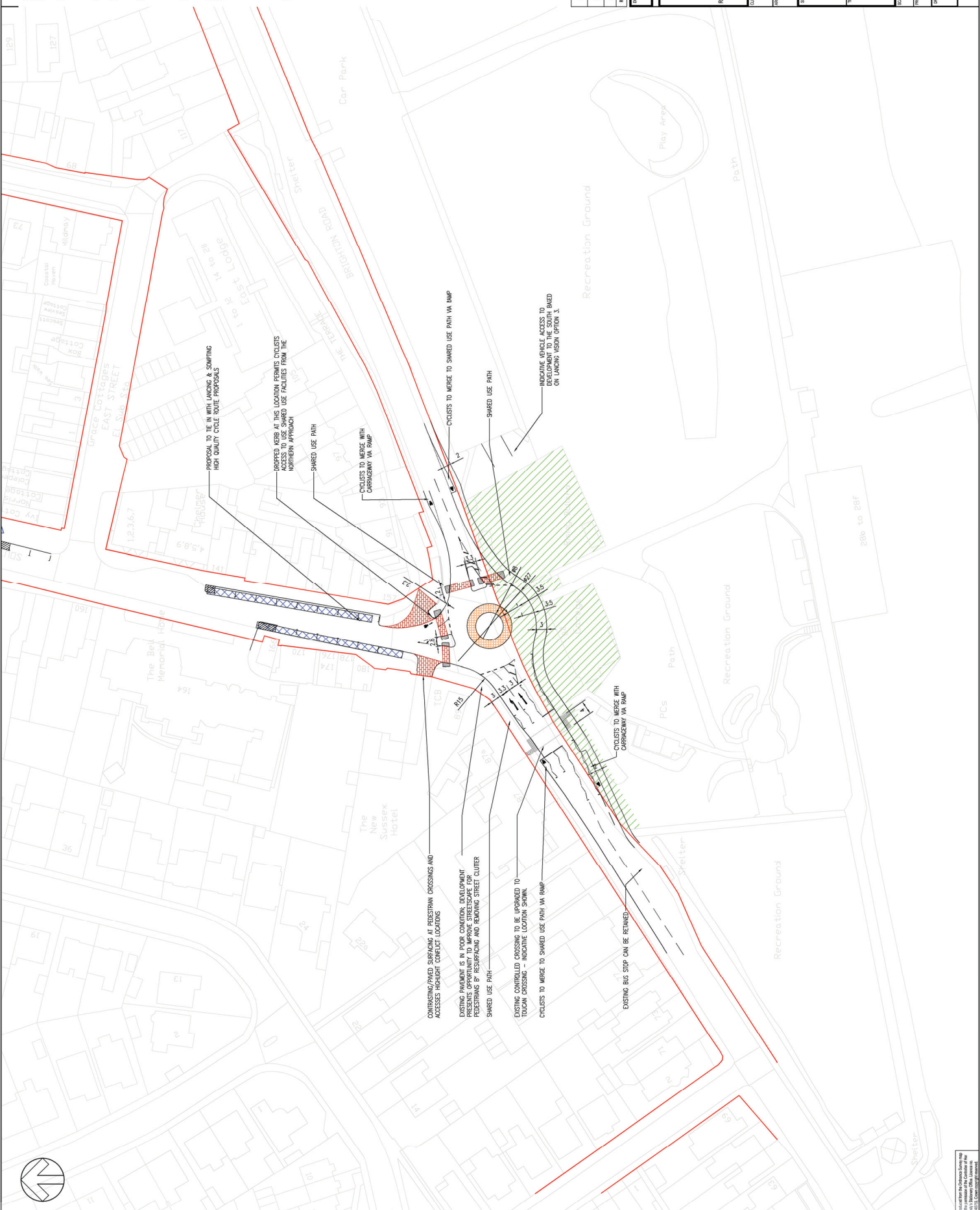
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 4. DIMENSIONS SHALL NOT BE SCALED FROM THIS DRAWING. ALL DIMENSIONS SHOWN ARE IN METRES.
 5. REQUIRED PROVISION FOR NON-MOTORIZED USERS TO BE IN WITH LANCING & SOMPTING CYCLE DESIGN TO THE NORTH (DO NOT ARRANGEMENT SHOWN).
 6. THE DESIGN PROVIDES THE CAPACITY TO CHANGE GENEALITY BASED ON MINOR CHANGES TO GENEALITY - AS AN APPROACH TO DETERMINE WHETHER MICRO-MODELLING IS CARRIED OUT TO DETERMINE WHETHER THE DESIGN PROVIDES THE CAPACITY DESIRED.
 7. ADDITIONAL DETAILED DESIGN IS INDICATIVE ONLY AND WILL REQUIRE A DETAILED DESIGN TO COMPLY WITH LOCAL/NATIONAL STANDARDS.
 8. REFER TO 5552-GA-102 FOR VISIBILITY SPANS.
 9. THIS DRAWING CONSTITUTES FEASIBILITY ONLY. IT IS NOT INTENDED AS A DETAILED DESIGN DRAWING AND HAS NOT BEEN SUBJECT TO CIVIL REVIEW PROCEDURES. AS SUCH, IT SHOULD NOT BE USED TO UNDERWRITE CONSTRUCTION WORKS OF ANY KIND.

- KEY**
- LAND ASSUMED AVAILABLE
 - EXISTING AREA USED FOR ON-STREET PARKING
 - PROPOSED OVERLAIN AREA
 - PROPOSED CONTRASTING SURFACING/PAVING
 - HIGHWAY BOUNDARY
 - 30mm UPSTANDING MOBILITY KERB (BRETT SAFETY KERB OR SIMILAR APPROVED)



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CLIENT:	WEST SUSSEX COUNTY COUNCIL
PROJECT:	SHOREHAM STP PHASE 2 SOUTH STREET JUNCTION
STEP/PROJECT:	FEASIBILITY DESIGN
TITLE:	5m FLARE AT WESTERN APPROACH
SCALE 1:1	1:500
PROJECT NO:	70025562
DRAWING NO:	5552-GA-101
DATE:	April 15
APPROVED:	CB
DATE:	April 15
REF:	C



Approved from the Client's Survey Map
 The Client's Survey Map is the basis of the information shown on this drawing.
 WSP, 2023, 15/04/2023

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West Sussex County Council

SHOREHAM AREA SUSTAINABLE TRANSPORT PACKAGE - A27 NMU CROSSINGS



Pre-feasibility Study



West Sussex County Council

**SHOREHAM AREA SUSTAINABLE
TRANSPORT PACKAGE - A27 NMU
CROSSINGS**

Pre-feasibility Study

CONFIDENTIAL

PROJECT NO. 70025552

OUR REF. NO. 2552-PFR-002

DATE: FEBRUARY 2019

West Sussex County Council

SHOREHAM AREA SUSTAINABLE TRANSPORT PACKAGE - A27 NMU CROSSINGS

Pre-feasibility Study

WSP

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	First Draft	Final, incorporating client comments	Final, incorporating additional client comments	Final, incorporating final client comments
Date	22/06/2018	21/09/2018	24/12/2018	26/02/2019
Prepared by	Philip Moss Daniel Parsons	Philip Moss Daniel Parsons	Philip Moss Daniel Parsons	Philip Moss Daniel Parsons
Signature				
Checked by	Alex Thompson	Daniel Jenkins	Daniel Jenkins	Darren Pacey
Signature				
Authorised by	Darren Pacey	Darren Pacey	Darren Pacey	Darren Pacey
Signature				
Project number	70025552			
Report number	70025552, Pre-feasibility Study 002, Rev D			
File reference	\\uk.wspgroup.com\Central Data\Projects\700255xx\70025552 - WSCC - _Shoreham STIP\70025552 - WSCC - Shoreham STIP\C Documents\Reports\Pre-feasibility Study (A27 NMU Report)			

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CONSULTATION RESPONSES

1. INTRODUCTION

1.1. BACKGROUND AND SCHEME DESCRIPTION

- 1.1.1. WSP has been appointed by West Sussex County Council (WSCC) to produce a pre-feasibility study of existing crossing conditions for Cyclists, Equestrians and Pedestrians in relation to proposals for crossing improvements across two separate sections of the A27 in the Shoreham and Lancing/Sompting area.
- 1.1.2. This document will form part of Phase 2 of the Shoreham Area Sustainable Transport Package (STP) study. The purpose of this study is to assess the technical feasibility of a package of transport improvements in the Shoreham area in order to support economic growth and compliment transport infrastructure improvements that are being delivered as part of work associated with strategic development sites in the area.
- 1.1.3. Phase 1 of the study involved a policy review, and consultation with members and key stakeholders. It identified a wide range of transport issues and potential solutions and was followed by a Scheme Prioritisation Report¹ to assess the proposed schemes, and an accompanying high-level assessment of key issues and options.
- 1.1.4. Of these potential transport solutions, one involved proposals for the provision of grade separated crossings along two separate areas of the A27. This was in order to address the issue of severance towards non-motorised users (NMUs).
- 1.1.5. The two areas being considered are described as follows:
- **Proposed Crossing Area 1** - The A27 Sompting Bypass and Upper Brighton Road between the signal controlled junction with Lyons Way / the A27 Sompting Bypass / Upper Brighton Road and the signal controlled junction with Halewick Lane / the A27 Upper Brighton Road / Busticle Lane; and
 - **Proposed Crossing Area 2** - The A27 Old Shoreham Road between the roundabout with Manor Road / A27 Old Shoreham Road / A2025 Grinstead Lane / A27 Upper Brighton Road; and the River Adur;
- 1.1.6. For the purpose of this report these are referred to as Proposed Crossing Area 1 and Proposed Crossing Area 2 respectively. Maps illustrating the location and extent of the Proposed Crossing Areas are provided in **Figure 1**, **Figure 2** and **Figure 3**.

1.2. REPORT PURPOSE AND AIMS

- 1.2.1. The purpose of this report is to produce a high-level pre-feasibility assessment of the proposals for crossings improvements at Proposed Crossing Area 1 and Proposed Crossing Area 2, in order to ascertain:

¹ Shoreham Area Sustainable Transport Package – Scheme Prioritisation Report, November 2017

- How well they address the severance imposed on NMUs by the A27;
- What impact proposed development will have on current NMu facilities;
- What users will be accommodated by the proposed crossing facilities; and
- The likely demand.

1.2.2. Ultimately this report will act as a discussion point to explore solutions to accommodate improved NMu crossing movements across the A27 at the two locations.

1.2.3. This pre-feasibility study will follow the guidance contained within HD 42/17 Walking, Cycling & Horse-Riding Assessment and Review as set out in the Design Manual for Road and Bridges (DMRB), since any proposed crossing facilities will have a permanent impact on the strategic and local highway networks in the Shoreham area. However, given that this is a pre-feasibility study, HD 42/17 will be used as guidance without being followed directly, a decision that was agreed with WSCC.

1.3. REPORT STRUCTURE

1.3.1. This report is formed of seven Chapters in addition to the introduction, these are as follows:

- Chapter 2 – Provides a context review of local policy, personal injury accidents, traffic flows and relevant development / transport proposals;
- Chapter 3 – Outlines public transport provision in the two Proposed Crossing Areas;
- Chapter 4 – Details the existing walking, cycling and equestrian facilities in the two Proposed Crossing Areas;
- Chapter 5 – Describes local and future trip generators in the two Proposed Crossing Areas;
- Chapter 6 – Sets out the findings from the site visit;
- Chapter 7 – Discusses the responses received from the stakeholder consultation and sets out the engagement outcomes for each of the Proposed Crossing Areas; and
- Chapter 8 – Summarises the findings of this study and provides a conclusion.

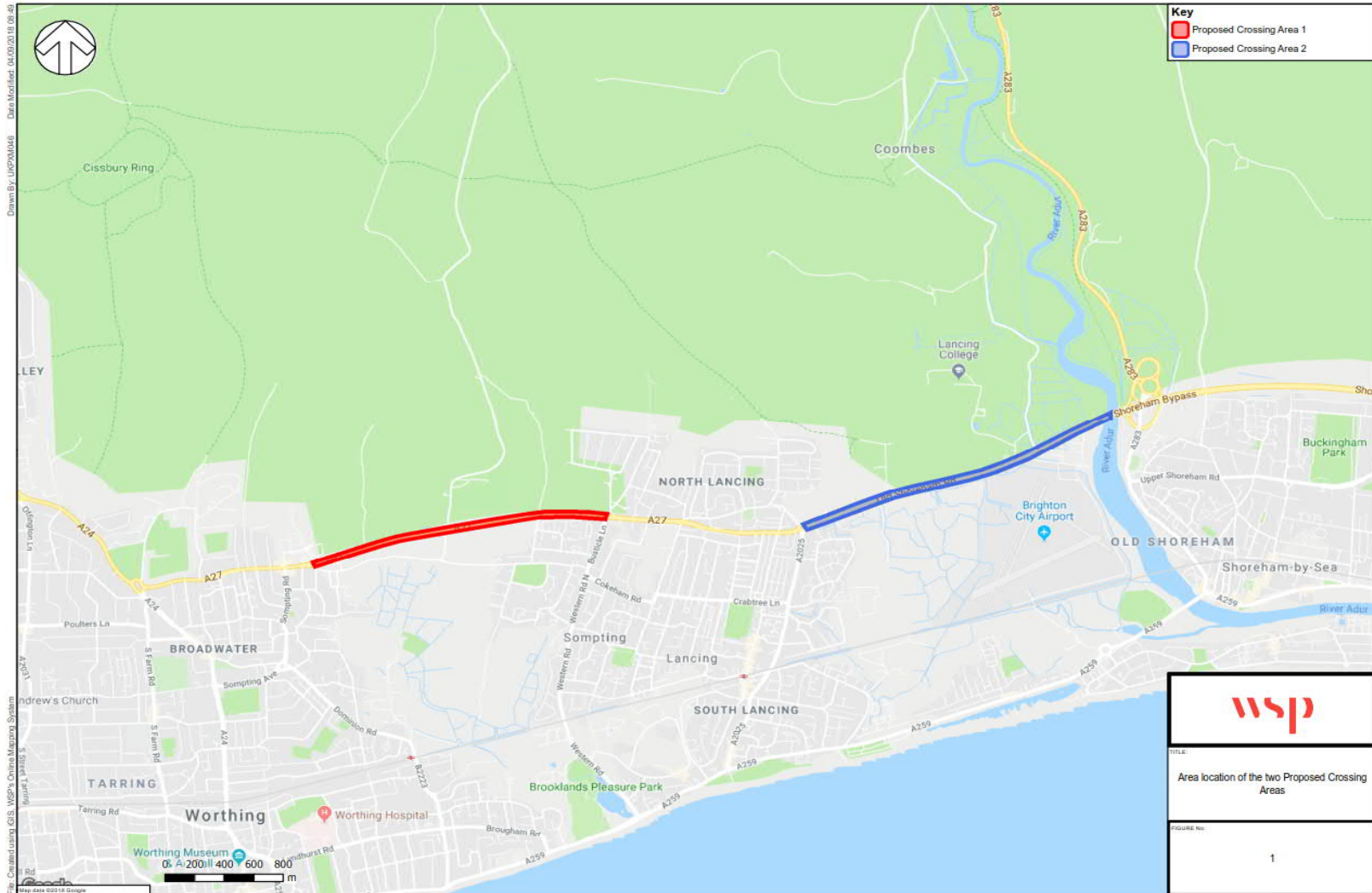


Figure 1 – Area location of the two Proposed Crossing Areas

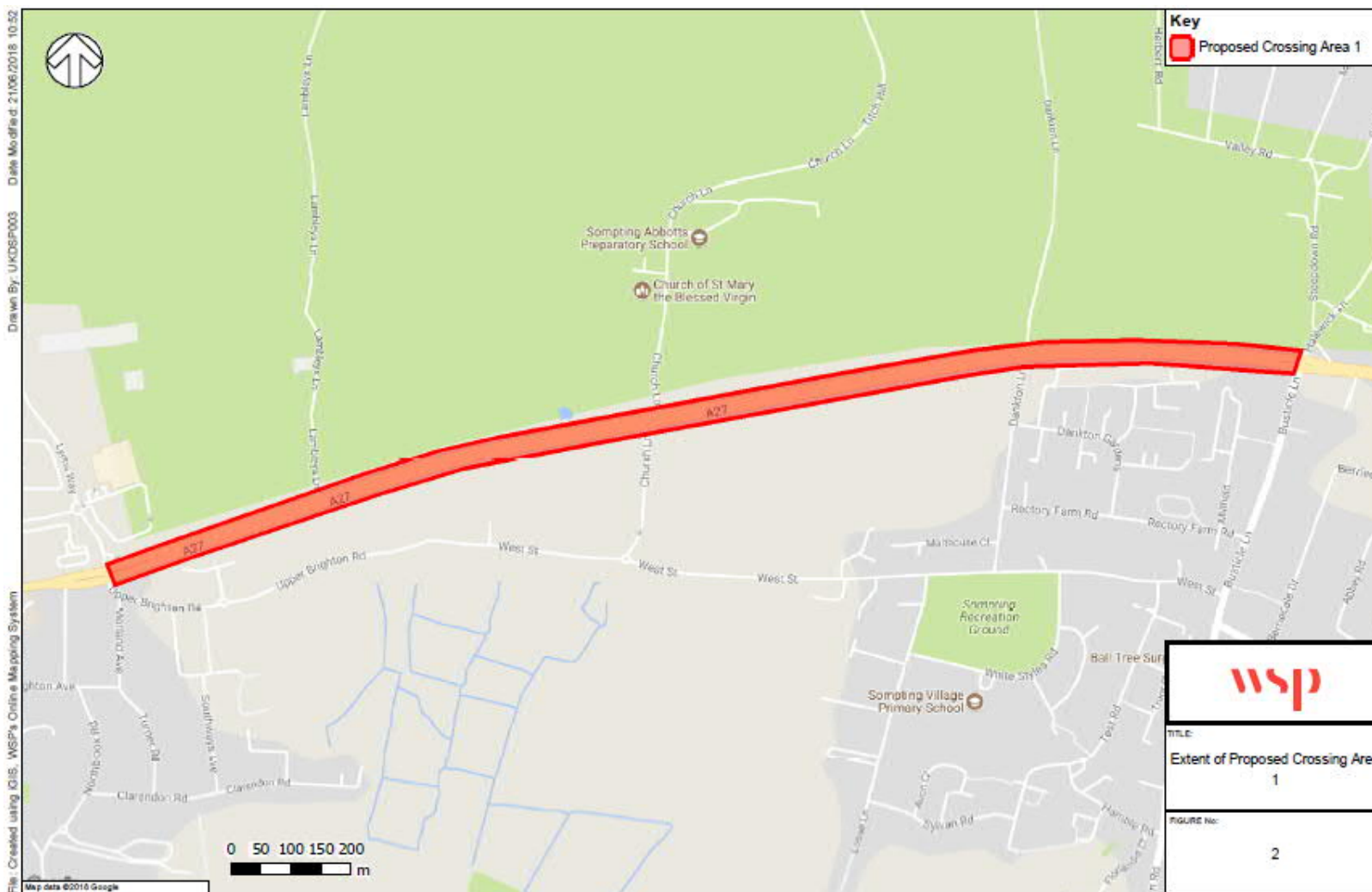


Figure 2 – Extent of Proposed Crossing Area 1

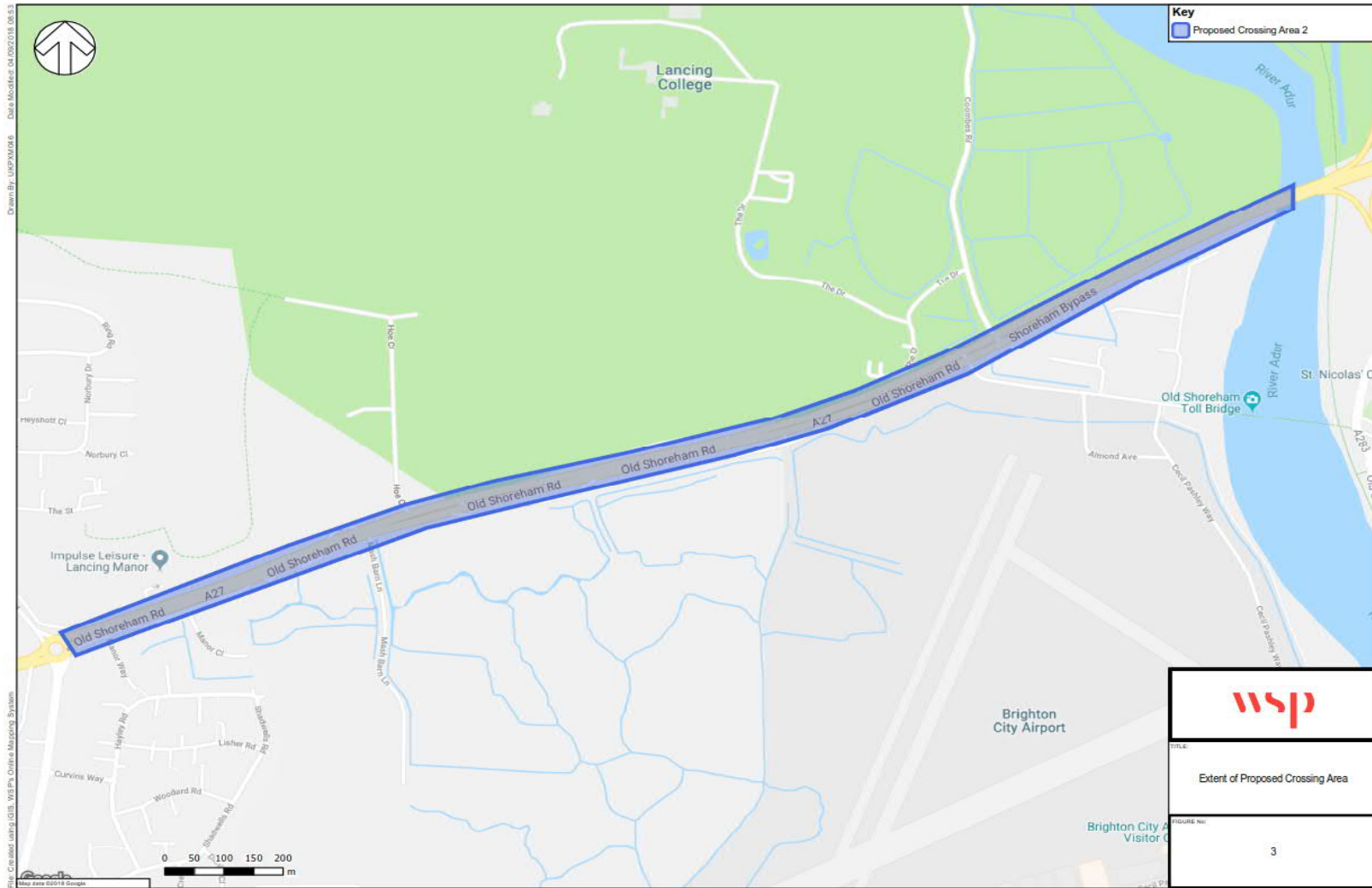


Figure 3 – Extent of Proposed Crossing Area 2

2. CONTEXT REVIEW

2.1. INTRODUCTION

- 2.1.1. This section outlines some of the contextual factors and reviews a number of key documents. This includes a review of relevant guidance and local policy including the Adur Local Plan 2017, commentary on Personal Injury Accidents and Traffic Flows and a summary of previous published reports related to proposed developments and transport proposals that could affect Proposed Crossing Areas 1 and 2.

2.2. REVIEW OF WALKING, CYCLING & HORSE-RIDING POLICIES AND STRATEGIES

- 2.2.1. This section presents the documents that have been reviewed as part of the Assessment:

DFT LOCAL TRANSPORT NOTE 1/12: SHARED USE ROUTES FOR PEDESTRIANS AND CYCLISTS (2012)

- 2.2.2. This local transport note was published in September 2012, setting out good practice principles with regards to shared use routes that are designed to accommodate both cyclists and pedestrians.

- 2.2.3. Fundamentally such routes should be; convenient, accessible, safe, comfortable, and attractive. As such the document emphasises that cyclists are not a homogenous group and can be broken down into five groups ranging from:

- Fast Commuter;
- Utility Cyclist;
- Inexperienced / Leisure Cyclist;
- Children; and
- Users of specialised equipment i.e. cycle trailers, hand cycles and tricycles,

- 2.2.4. Consequently, when designing for a shared use route the specific factors identified above, and the role it is expected to play with respect to desire lines, should be considered from the outset.

- 2.2.5. Additionally, the document states that segregation may be required in order to address safety issues relating to conflict between cyclist / pedestrians and to improve levels of comfort for users. Specifically, segregation may be required on busy routes where flows of pedestrians, cyclists or both, are high, which result in an increased risk of collisions.

DFT INTERIM ADVICE NOTE 195/16 (2016)

- 2.2.6. Published in October 2016, the Interim Advice Note (IAN) aims to ensure the Strategic Road Network (SRN) facilitates the convenient and safe movement of cycle traffic crossing along the SRN, where cycling is permitted. It details the types of crossings which can be put into place and what should be considered when designing routes alongside SRN schemes.

- 2.2.7. Also, the advice note details the type of cycle crossings that should be implemented having considered the two-way traffic flow and speed limits of specific roads.

- 2.2.8. Within this IAN the preferred solution for crossing high speed links and junctions is a grade separated crossing.

SUSTRANS DESIGN MANUAL: HANDBOOK FOR CYCLE-FRIENDLY DESIGN (2014)

- 2.2.9. Published in April 2014, this manual provides a toolbox of illustrated technical guidance when designing for cyclists. In particular it emphasises that cycle facilities should be user-focused to take account of the particular needs that cyclists have and how they interact with other road users.
- 2.2.10. Additionally, it outlines a number of street and road designs that can help create a conducive environment for cycling and discusses the importance of developing a coherent cycle network, with investment prioritised towards strategic corridors.
- 2.2.11. Much of the guidance reiterates and expands upon that presented in LTN 1/12. As such, it can be viewed as complementary.

ADUR LOCAL PLAN 2017

- 2.2.12. The Adur Local Plan² was adopted in December 2017 and sets the strategic development and land-use priorities for Adur District (outside of the South Downs National Park) up to 2032. It contains the policies against which development management decisions within that area will be made.
- 2.2.13. Strategic sites are outlined in the plan to meet a significant amount of the demand for employment and housing in the Local Plan area. These sites are detailed below with their expected employment and housing levels:
- New Monks Farm, Lancing (a minimum of 10,000sqm of employment generating land, a minimum of 600 dwellings and a primary school);
 - Shoreham Airport (a minimum of 15,000sqm of employment generating land);
 - Shoreham Harbour Regeneration Area (a minimum of 16,000sqm of employment generating land and a minimum of 1,100 new dwellings at the Western Harbour Arm, within Adur); and
 - Land at West Sompting (a minimum of 480 dwellings)

ADUR INFRASTRUCTURE DELIVERY PLAN (2016)

- 2.2.14. The Adur Infrastructure Delivery Plan was published in October 2016 and was produced in conjunction with the Adur Local Plan 2017 as part of its evidence base. The purpose of the delivery plan was to:
- Evaluate current infrastructure conditions;
 - Identify challenges and shortfalls in the context of planned growth; and
 - Establish strategies to remedy these shortfalls of infrastructure needed to support the delivery of the Local Plan, including identification of infrastructure needed to mitigate development allocated by the Adur Local Plan.
- 2.2.15. In terms of transport, improvements to key strategic and local routes such as the A27 and A259 are considered in the context of proposed developments at New Monks Farm and Shoreham Harbour.
- 2.2.16. It is also recognised that ‘softer’ options are necessary in order to reduce car dependency and promote sustainable travel. This includes enhancements to the walking and cycling network, bus

² Adur Local Plan 2017, Adur District Council; <https://www.adur-worthing.gov.uk/adur-local-plan/>

priority measures and the lengthening of certain rail services in order to address peak time overcrowding.

- 2.2.17. Additionally, it was acknowledged that the A27 acted as a major severance point for NMUs and that improved crossing facilities would be beneficial.

WEST SUSSEX WALKING AND CYCLING STRATEGY (2016)

- 2.2.18. Published in 2016 and then revised in April 2017, this strategy was designed to complement the Government's Cycling and Walking Investment Strategy. Together with the collaboration of key stakeholders, 300 potential schemes were identified across the West Sussex Area³.
- 2.2.19. Potential Schemes were prioritised according to whether the route: serves as an inter-community route; is feasible and deliverable; has local support; and meets local needs. Where practically possible, Grade separated crossings are preferred.

2.3. PERSONAL INJURY ACCIDENT DATA

- 2.3.1. For the purpose of this report, it was decided that accident data would not be obtained at this stage. The A27 is a heavily trafficked section of the SRN and is likely to have a significant history of accidents, a number of which do relate to NMUs which this study is aiming to provide for. Therefore, it was felt that obtaining and analysing accident data would not add any real value to the findings of this report at this stage. Further work on analysing accident data should be undertaken if schemes progress beyond this pre-feasibility stage.

2.4. TRAFFIC FLOWS

- 2.4.1. As a key east-west route along the south-coast and part of the SRN, the A27 accommodates a significant volume of traffic. Therefore, traffic flow data for the A27 has been obtained from the Department for Transport National Road Traffic Census at the two count points closest to the study area; these data were collected over a single day on a neutral day within a neutral month. These count points are as follows:
- Count Point 26302 on the A27 Upper Brighton Road, adjacent to the junction with Forest Road in Worthing; and
 - Count Point 6298 on the A27 Old Shoreham Road to the west of the Sussex Pad signal controlled junction.
- 2.4.2. At the time of this study, the latest available figures were from 2016. **Table 1** presents the ADDT flows on the A27 Upper Brighton Road. Over the 24-hour period the total flow is 32,736 vehicles.

³ A cycle route improvement scheme for Church Lane crossing the A27 at West Sompting was identified as one of the potential schemes.

Table 1 – 2016 Traffic Flows on the A27 Upper Brighton Road to the west of Proposed Crossing Area 1

Vehicle Type	AADT Traffic Flow
Pedal Cycles	131
Motorcycles	423
Cars and Taxis	25,623
Buses and Coaches	77
Light Goods Vehicles	5,496
Heavy Goods Vehicles	1,117
Total Vehicles	32,736

Source: <https://www.dft.gov.uk/traffic-counts/cp.php?la=West+Sussex#26302>

2.4.3. As summarised in **Table 2**, a total of 60,408 vehicles were observed over a 24-hour count travelling along the A27 at Area 2.

Table 2 – 2016 Traffic Flows on the A27 Old Shoreham Road at Proposed Crossing Area 2

Vehicle Type	AADT Traffic Flow
Pedal Cycles	222
Motorcycles	766
Cars and Taxis	47,912
Buses and Coaches	137
Light Goods Vehicles	9,669
Heavy Goods Vehicles	1,924
Total Vehicles	60,408

Source: <https://www.dft.gov.uk/traffic-counts/cp.php?la=West+Sussex#26302>

2.5. PRIVATE DEVELOPER-LEAD IMPROVEMENTS

NEW MONKS FARM TRANSPORT ASSESSMENT

2.5.1. Vectos was commissioned by New Monks Farm Development Ltd to produce a Transport Assessment (TA) in support of a planning application for a mixed-use development located to the

west of Brighton City Airport, bordering the A27. This application was approved at the Adur Planning Committee on 3rd October 2018⁴. These proposals are illustrated in Appendix A.

2.5.2. The development proposals which are relevant to NMUs and the A27 include the following provisions:

- Closure of the Old Shoreham Road eastern access road and existing pedestrian crossing facilities at the Sussex Pad junction with vehicle movements being restricted to left in and left out at the junction with Coombes Road;
- Staggered toucan crossing facilities on the western and southern arm of a proposed three arm⁵ signal controlled roundabout linking the A27 with the Proposed Scheme and which will provide access to Old Shoreham Road to the east;
- Provision of a new shared-use link along the northern side of the A27 between Hoe Court and Coombes Lane;
- Retaining the existing shared-use path on the southern side of the carriageway; and
- Consideration of an upgrade of public footpath 2049 to a bridleway. This is the footpath that runs under the A27 overpass along the west bank of the River Adur. The improvement scheme is shown on HED Drawing HED-1172-LA-601 and included in Appendix A.

2.5.3. As part of the New Monks Farm TA, surveys were undertaken on Thursday 23rd June 2016 and Saturday 25th June 2016⁶, with the purpose of ascertaining the demand for NMU crossing movements at the Sussex Pad signal controlled junction. Surveys on both days covered the following specific movements around the junction:

- NMU crossing movements using the signal controlled pedestrian crossing across the A27; and
- NMU crossing movements across the Old Shoreham Road arm of the junction.

2.5.4. The Thursday survey covering the above elements was a 12-hour survey (0700-1900), while the Saturday survey was a 9-hour survey (0900-1800). However, the Saturday survey also included a classified turning count over 5 hours (1100-1500) to additionally capture cycle movements on carriageway through the junction. Furthermore, the weekday surveys were supplemented by a previous WSP 12-hour classified turning count survey undertaken on Tuesday 23rd June 2015 (0700-1900) which provided information about weekday on-carriageway cycle movements.

2.5.5. It should be noted that the surveys did not include users of the shared-use path because the route of this turns south-east towards the Old Shoreham Toll bridge and does not pass across the junction. The WSP surveys themselves were undertaken as part of a wider traffic data collection exercise for two weeks between 15/06/15 and 28/06/15.

⁴ This is subject to the S106 agreement and potential call-in by the Secretary of State.

⁵ It is understood that since the Adur District Council planning committee of 19th July 2018, further discussions have been taking place between the developer and Lancing College regarding a partnership agreement to deliver a 4th arm to enable all Coombes Road traffic to have direct access onto the A27.

⁶ It should be noted that Lancing College have questioned the timing of these surveys as potentially missing college demand at weekends due to this survey timing being at the very end of the school year – please see Appendix C.

- 2.5.6. A total of 20 pedestrian crossing movements were recorded at the Sussex Pad signal controlled junction by the 12-hour weekday survey. This translated into one pedestrian crossing movement throughout the AM Peak (08:00-09:00) and two Pedestrian crossing movements during the PM peak (17:00-18:00). On the surveyed Saturday, 31 pedestrian crossing movements were recorded at the junction over 9 hours, with six of those recorded in the peak hour (12:00-13:00). This higher pedestrian activity compared to the weekday was suggested to be an indication of leisure activities, although the total was still considered to be relatively low.
- 2.5.7. In terms of cyclists' movements, the WSP survey recorded 273 cycle movements on-carriageway from the classified turning count survey (23rd June 2015). In addition, 15 cyclists (10 southbound and 5 northbound) were observed crossing the A27 at the junction on the 12-hour surveyed weekday (Vectos - 23rd June 2016) via the pedestrian crossing facilities. The total daily (12 hrs) weekday cycle demand was estimated to be in the region of 288 movements at the junction, of which between 11-14% of the total cycle movement are estimated to occur in the AM and PM peak hours (i.e. 32-41 cycle movements). On the surveyed Saturday (Vectos - 26th June 2016), 11 cyclists were observed crossing the A27 at the Sussex Pad signal controlled junction (0900-1800). In addition, 68 cyclist movements were recorded passing through the junction on the carriageway (1100-1500). 33% of these movements were recorded within the peak hour (i.e. 27 cycle movements).
- 2.5.8. Overall with respect to weekday cyclist movements on the carriageway the majority were either turning into Coombes Road or Old Shoreham Road from the A27 or vice versa.
- 2.5.9. The majority of cycle movements travelling through the junction on the carriageway were considered to be leisure based. This was justified on the basis that from the data in the WSP survey (Tuesday 23rd June 2015), in the weekday AM peak only 16 cycle movements involved a right turn into Old Shoreham Road from the A27 carriageway and in the PM Peak only 18 cycle movements were observed turning left from Old Shoreham Road onto the A27 carriageway, of the 126 cycle movements recorded throughout the day. These peak-time turning movements were thought to be indicative of work based trips due to the presence of existing employment sites along Old Shoreham Road and around Shoreham Airport, and also for employment trips into Shoreham across the Old Shoreham Toll Bridge.
- 2.5.10. Additionally, both sets of survey results suggested that there were limited cyclist crossing movements between Coombes Road and Old Shoreham Road. During the weekday AM peak 11 two-way movements were recorded, 13 in the weekday PM peak and 26 in the Saturday peak hour. This included both cyclists using the pedestrian crossing and those travelling through the junction on the carriageway. The report concluded that the survey data suggested that there was low cycle demand for crossing the A27 at this point.⁷

⁷ It should be noted that cycling and community groups have submitted information in response to the New Monks Farm planning application giving details of additional cycling and community group surveys undertaken in 2017 and 2018. This includes a peak hour flow of 107 cyclists recorded on a Sunday (1130-1230) with comments submitted noting that the TA surveys included no such Sunday data which is believed locally to be the busiest day for recreational cycling across the junction, in particular for cycle touring clubs who travel on road through the junction using the traffic lights.

- 2.5.11. Finally, no equestrian movements were recorded in the New Monks Farm TA surveys and therefore based on the survey information these were considered to be infrequent.

2.6. LANCING COLLEGE NMU REVIEW

- 2.6.1. Creative Roads Ltd was commissioned by Inspire Transport and Lancing College to undertake an assessment of the impact on NMUs from the proposed New Monks Farm development.
- 2.6.2. The report argued that the development proposals failed to provide suitable enhancements towards NMU facilities. In particular, the report argued that the proposed development would sever the shared use path on the southern side of the A27 Old Shoreham Road, impose a 1km diversion for NMU trips between Coombes Road and Old Shoreham Road and not provide crossings that were to standard for cyclists.
- 2.6.3. The report also cited that stakeholder involvement through the Brighton City Airport Consultative Committee which favoured east-west access routes on both sides of the A27 and a north-south bridge to facilitate crossing movements.
- 2.6.4. In terms of existing NMU facilities, the review highlighted that Coombes Road and Old Shoreham Road form part of a frequently used leisure route, especially for cyclists, linking Shoreham with the South Downs National Park. Additionally, it highlighted that Bridleway No.2065 which runs parallel to the northern side of the A27 between Hoe Court and Coombes Road serves as a key horse-riding route for Lancing College.

2.7. A27 WORTHING-LANCING IMPROVEMENTS PROJECT CONTROL FRAMEWORK STAGE 1 NMU CONTEXT REPORT

- 2.7.1. WSP was commissioned by Highways England to produce a NMU Context report at the feasibility stage in relation to the A27 improvements between Worthing and Lancing.

As part of this a stakeholder engagement meeting was held in May 2016. In terms of NMU issues relating to Proposed Crossing Area 2, respondents emphasised the great difficulty in crossing the A27 at Lambleys Lane, Church Lane and Dankton Lane in order to access the South Downs National Park.

3. EXISTING PUBLIC TRANSPORT WITHIN THE LOCAL AREA

3.1. INTRODUCTION

3.1.1. This section outlines the existing public transport services in the vicinity of Proposed Crossing Area 1 and Proposed Crossing Area 2.

3.2. BUS SERVICES IN AND AROUND PROPOSED CROSSING AREA 1

3.2.1. **Table 3** summarises the existing bus services in the vicinity of the Proposed Crossing Area 1. In particular it outlines the bus route and service frequency. Bus stops are located approximately 170m to the south of the A27, along Upper Brighton Road and West Street.

Table 3 – Bus Services in and around Proposed Crossing Area 1

Route Number	Route / Stops	Frequency	
		Weekdays/Saturdays	Sunday
16	Lancing-Lyons Farm-Upper Brighton Road-Worthing-West Tarring	Hourly/Hourly	No service
Connect7	Lancing-Upper Brighton Road-Busticle Lane-High Salvington	Hourly/Hourly	No service
740	Lancing-Busticle Lane-Steyning Grammar School	School Service only; one bus per day in each direction	

3.3. RAIL SERVICES IN AND AROUND PROPOSED CROSSING AREA 1

3.3.1. There are no railway stations within a 500m radius of Proposed Crossing Area 1. The nearest railway stations are East Worthing Station to the south-west and Lancing Station to the south-east, which are 2km and 2.1km walking distances respectively. Services from East Worthing operate towards Brighton and West Worthing at a frequency of around two trains per hour. From Lancing there are generally ten trains per hour in both directions to a variety of destinations including Brighton, London Victoria, Gatwick Airport, Chichester, Portsmouth and Southampton.

3.3.2. Given the distance between the railway station and Proposed Crossing Area 1, it has been considered that its impact on the NMUs movements is minimal.

3.4. BUS SERVICES IN AND AROUND PROPOSED CROSSING AREA 2

3.4.1. A summary of existing bus services in the vicinity of the Proposed Crossing Area 2 is provided in **Table 4**, which outlines the route and service frequency during peak and off-peak periods.

Table 4 – Bus Services in and around Proposed Crossing Area 2

Route Number	Route / Stops	Frequency	
		Weekdays/Saturday	Sunday
9	Arundel-Littlehampton-North Lancing Leisure Centre- North Lancing, Hoe Court-Shoreham-by Sea	10 an hour	Hourly
106	Henfield- North Lancing- Worthing	Operates three times a week (Tuesdays, Wednesdays and Fridays) one bus per day in each direction	
740	Lancing-Steyning Grammar School	School Service only; one bus per day in each direction	

3.4.2. The bus stops for the above services are all located within the vicinity of Proposed Crossing Area 2, at three points along the A27. The first is on the eastern approach to the Manor Road roundabout, the second is located east of the Hoe Court access road and the third is located at the Sussex Pad signal junction.

3.5. RAIL SERVICES IN AND AROUND PROPOSED CROSSING AREA 2

3.5.1. There are no railway stations within a 500m radius of Proposed Crossing Area 2. The nearest railway station is Lancing station, which is located approximately 1.6 km to the south-west. Given the distance, it is unlikely that the railway station has a considerable effect on the movements of NMUs in relation to the Proposed Crossing Area 2.

4. PEDESTRIAN, CYCLIST AND EQUESTRIAN FACILITIES WITHIN THE IMMEDIATE VICINITY OF THE PROPOSED SCHEME

4.1. PROPOSED CROSSING AREA 1

FOOTWAYS

- 4.1.1. A footway is provided along the A27 Sompting Bypass / Upper Brighton Road on the northern side of the carriageway and has an approximate width of 1.5m. A short section of footway is provided on the southern side of the carriageway for approximately 100m west of the signal controlled junction with Halewick Lane / the A27 Upper Brighton Road / Busticle Lane.
- 4.1.2. Along Lambleys Lane no footways are provided.
- 4.1.3. On the section of Church Lane that is north of the A27 Upper Brighton Road, a footway is provided on the western side of the carriageway from the junction with the A27 Upper Brighton Road to the Church of St Mary.
- 4.1.4. Along the section of Dankton Lane, south of the A27 Upper Brighton Road, intermittent footways are provided on: the western side of the carriageway between the junction with West Street to opposite number 4 Dankton Lane; and on the eastern side of the carriageway between the junction with West Street and the junction with Dankton Gardens. It should be noted that no footways are provided on the section of Dankton Lane to the north of the A27 Upper Brighton Road.
- 4.1.5. Finally, along the Upper Brighton Road and West Street corridor between the signal controlled junction with Lyons Way / the A27 Sompting Bypass / Upper Brighton Road and the junction with West Street / Busticle Lane / Western Road North, intermittent footways are provided along northern and southern sides of the carriageway.

PUBLIC RIGHTS OF WAY

- 4.1.6. This section details the Public Rights of Way (PRoWs) in the immediate vicinity of Proposed Crossing Area 1. In total there are six PRoWs within a 500m radius of Proposed Crossing Area 1, all of which are footpaths and the majority of which are located to the north of Proposed Crossing Area 1. These are illustrated in **Figure 4**.

Footpaths

- 4.1.7. The 1980 Highways Act defines a 'footpath' as 'a highway over which the public have a right of way on foot, not being a footway'. Likewise, a 'footway' is defined as 'a way adjacent to the highway, being over which the public have a right of way on foot only'. Therefore, footpaths and footways are only to be used by pedestrians.
- 4.1.8. Six footpaths are located in the immediate vicinity of Proposed Crossing Area 1 as detailed in **Table 5** below.

Table 5 – Footpaths in the immediate vicinity of Proposed Crossing Area 1

Footpath Number	Location
2071	Beginning at the intersection with footpath 2072, this footpath follows a south-east alignment, crossing the A27 Upper Brighton Road approximately 255m to the east of the junction with Church Lane, continuing until it reaches Dankton Lane close to the junction with Rectory Farm Road where it terminates.
2072	Located to the north of Proposed Crossing Area 1 between Church Lane and the eastern boundary of Sompting Abbots Preparatory School.
2073	Starting to the north of Proposed Crossing Area 1 on Lambleys Lane opposite Lambleys Barn, this footpath follows a north-south alignment intersecting with footpath 2073, then crossing the A27 Upper Brighton Road approximately 180m west of the junction with Church Lane, terminating at the point where it meets West Street.
2074	Located to the north of Proposed Crossing Area 1 between Hill Croft on Lambleys Lane and Thornbury House on Church Lane.
3134	Located to the north of Proposed Crossing Area 1, it runs from the signal controlled junction with the A27 Upper Brighton Road / Sompting Road, along the western boundary of the Lyons Farm Retail Park, and turns eastwards where it joins Lambleys Lane.
3135	Located to the south of Proposed Crossing Area 1, following a south-west alignment between Upper Brighton Road and Bramber Road.

Source: <https://www.westsussex.gov.uk/land-waste-and-housing/public-paths-and-the-countryside/public-rights-of-way/public-rights-of-way-imap/imap/>

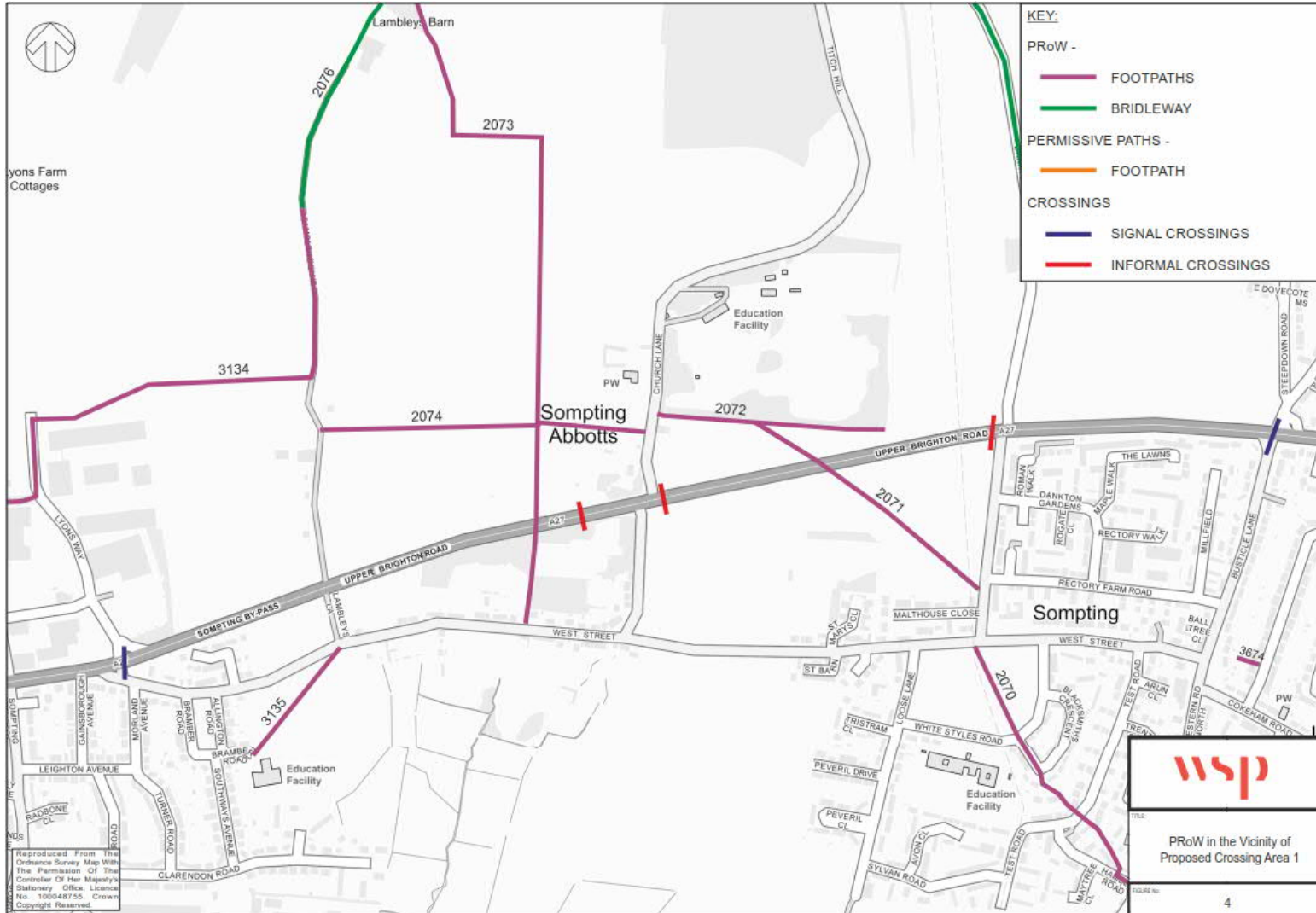


Figure 4 – Public Rights of Way in the vicinity of Proposed Crossing Area 1

Bridleways

- 4.1.9. The 1980 Highways Act defines a 'Bridleway' as:
'a highway over which the public have the following, but no other, rights of way, that is to say, a right of way on foot and a right of way on horseback or leading a horse, with or without a right to drive animals of any description along the highway'.
- 4.1.10. Whilst this definition suggests that cyclists have no right to use a bridleway, Section 30 of the 1968 Countryside Act stipulates that:
- 4.1.11. *'Any member of the public shall have, as a right of way, the right to ride a bicycle, not being a mechanically propelled vehicle, on any bridleway, but in exercising that right cyclists shall give way to pedestrians and persons on horseback.'*
- 4.1.12. As such, cyclists, equestrians, and pedestrians can use bridleways. However, no bridleways are located in the immediate vicinity of Proposed Crossing Area 1.

Byways

- 4.1.13. The definition of a 'byway' is 'a highway over which the public have a right of way for vehicular and all kinds of traffic, but which is used by the public mainly for the purpose for which footpaths and bridleways are so used'. Therefore, they can be used by cyclists, equestrians, pedestrians and vehicular users.
- 4.1.14. No byways are located in the immediate vicinity of Proposed Crossing Area 1.

Restricted Byways

- 4.1.15. A restricted byway permits a right of way to those on foot, horseback, leading a horse or cycling and for any vehicles other than motorised vehicles.
- 4.1.16. No restricted byways are located in the immediate vicinity of Proposed Crossing Area 1.

CYCLIST SPECIFIC FACILITIES

- 4.1.17. There are no cyclist facilities in the immediate vicinity of Proposed Crossing Area 1.

EQUESTRIAN SPECIFIC FACILITIES

- 4.1.18. There are no equestrian specific facilities within the immediate vicinity of Proposed Crossing Area 1. However, Lambleys Lane, Church Lane, and Dankton Lane all provide access to the South Downs National Park and the wider PRow network, including the South Downs Way and Monarch's Way. This is discussed further in **Section 8.2** of this study following the outcomes from the stakeholder consultation.

EXISTING CROSSING FACILITIES

- 4.1.19. A range of at-grade crossing facilities are provided along the length of Proposed Crossing Area 1. These are detailed below. It should be noted however that no Pegasus or Toucan Crossings are provided.

A27 Sompting Bypass / Lyons Way / Upper Brighton Road

- 4.1.20. At this junction a signal controlled pedestrian crossing is provided on the A27 Sompting Bypass (W). This is a staggered crossing and is provided with: dropped kerbs; pedestrian guardrailing; refuge islands; and tactile paving. On the Lyons Farm (N) arm there is an uncontrolled staggered crossing.

This is provided with: dropped kerbs; pedestrian guardrailing; refuge islands; and tactile paving. No crossing facilities are provided on the A27 Sompting Bypass (E) and Upper Brighton Road (S).

A27 Upper Brighton Road / Lambleys Lane

- 4.1.21. At this junction no crossing facilities are provided across the A27 Sompting Bypass. However, there is a gap in the central reservation which is demarcated by two parallel lines of marker posts. The Lambleys Lane (N) arm is provided with dropped kerbs for the footway that runs parallel to the northern side of the A27 Sompting Bypass carriageway, whilst the Lambleys Lane (S) arm is not provided with any crossing facilities.

A27 Upper Brighton Road / Footpath 2073

- 4.1.22. Approximately 125m west of the junction with Church Lane, there is an uncontrolled crossing for Footpath 2073. This provided with: a footway measuring approximately 1m in width on the southern side of the A27 Sompting Bypass for a distance of approximately 57m; dropped kerbs; 'LOOK RIGHT' and 'LOOK LEFT' markings painted on the carriageway; and staggered gaps in the central reservation.

A27 Upper Brighton Road / Church Lane

- 4.1.23. At this junction there is an uncontrolled crossing. This is provided with dropped kerbs, 'LOOK RIGHT' and 'LOOK LEFT' markings painted on the carriageway, and staggered gaps in the central reservation. Across the Church Lane (N) arm there is an uncontrolled crossing. This is provided with dropped kerbs and a refuge island. On the Church Lane (S) arm no crossing facilities are provided, although a section of footway is provided measuring for a distance of approximately 28m along the southern side of the A27 Sompting Bypass. This footway is approximately 1.0m in width.

A27 Upper Brighton Road / Footpath 2071

- 4.1.24. Approximately 250m east of the junction with Church Lane, there is an uncontrolled crossing for Footpath 2071. This is provided with staggered gaps in the central reservation.

A27 Upper Brighton Road / Dankton Lane

- 4.1.25. At this junction there is an uncontrolled crossing. This is provided with: dropped kerbs; 'LOOK RIGHT' and 'LOOK LEFT' markings painted on the carriageway; and staggered gaps in the central reservation. Across the Dankton Lane (N) arm there is an uncontrolled crossing. This is provided with dropped kerbs. No crossing facilities are provided on the Dankton Lane (S) arm; however, a section of footway is provided for a distance of approximately 23m. This footway runs along the eastern side of Dankton Lane (S) and is approximately 1.0m in width.

A27 Upper Brighton Road / Halewick Lane / Busticle Lane

- 4.1.26. At this junction there is a signal controlled pedestrian crossing on the A27 Upper Brighton Road (E). This is a staggered crossing that is provided with dropped kerbs, tactile paving, pedestrian guardrailing and refuge islands. On the Halewick Lane (N) arm, there is an uncontrolled crossing. This is provided with dropped kerbs and refuge islands. Similarly, the Busticle Lane (S) arm has an uncontrolled crossing, however this is also provided with tactile paving and pedestrian guardrailing alongside dropped kerbs and refuge islands. Lastly the A27 Upper Brighton Road (W) is not provided with any crossing facilities.

4.2. PROPOSED CROSSING AREA 2

FOOTWAYS

- 4.2.1. A footway measuring between approximately 1.0-3.0m in width is provided along the northern side of the A27 Old Shoreham Road, between the roundabout with Manor Road / A27 Old Shoreham Road / A2025 Grinstead Lane / A27 Upper Brighton Road, and the junction with the A27 Old Shoreham Road / Hoe Court. Additionally, there is a section of footway running along the northern side of the A27 Old Shoreham Road between the junction with Coombes Road at the Sussex Pad signal controlled junction and the former Sussex Pad pub.
- 4.2.2. On the southern side of the A27 Old Shoreham Road a continuous shared use path measuring approximately 3.0m in width is provided between the junction with Old Shoreham Road at the Sussex Pad signal controlled junction and 78 Old Shoreham Road. After which the shared use path is discontinuous and continuous footways are provided on the southern side of residential service roads parallel to the A27 Old Shoreham Road.
- 4.2.3. Hoe Court, The Drive and Coombe Road do not have any footways.
- 4.2.4. The section of Old Shoreham Road opposite the Ricardo premises has a shared use path on the southern side of the carriageway between the Sussex Pad signal controlled junction and the junction with the access point to the Ricardo building. The width of this shared use path is approximately 3.0m.

PUBLIC RIGHTS OF WAY

- 4.2.5. This section details the PRoWs in the immediate vicinity of Proposed Crossing Area 2. Altogether there are six PRoWs within a 500m radius of Proposed Crossing Area 2 (and west of the River Adur), five of which are footpaths and one of which is a bridleway. These are all located to the north of Proposed Crossing, as shown in **Figure 5**.

Footpaths

- 4.2.6. Five footpaths are located in the immediate vicinity of Proposed Crossing Area 2 as detailed in **Table 6**.

Table 6 – Footpaths in the immediate vicinity of Proposed Crossing Area 2

Footpath Number	Location
2048	Situated to the south-east of Proposed Crossing Area 2, this footpath runs along the western bank of the River Adur between Old Shoreham Toll Bridge and the A259 Brighton Road.
2049	Sited to the east of Proposed Crossing Area 2, this footpath runs along the western bank of the River Adur between the Old Shoreham Bridge and Dacre Gardens, Steyning.
2058	Located to the north of Proposed Crossing Area 2, this footpath follows a south-eastern alignment between Lancing College Farm and The Drive.
2060	Positioned to the north of Proposed Crossing Area 2, this footpath follows a north-south alignment along Hoe Court from the junction with the A27 Old Shoreham Road to Hoe Court Farm where it joins Bridleway 2065.
2066	Situated to the northwest of Proposed Crossing Area 2, this footpath runs between Manor Road and The Street.

Source: <https://www.westsussex.gov.uk/land-waste-and-housing/public-paths-and-the-countryside/public-rights-of-way/public-rights-of-way-imap/imap/>

- 4.2.7. It should be noted that footpaths 2048 and 2049 form a strategic link between Steyning and Shoreham, along the western bank of the River Adur.

Bridleways

- 4.2.8. In the immediate vicinity of Proposed Crossing Area 2 there is one bridleway, as outlined in **Table 7**.

Table 7 – Bridleways in the immediate vicinity of the Proposed Crossing Area 2

Bridleway Number	Location
2065	Located to the north of Proposed Crossing Area 2, this bridleway follows a west- east alignment between the Lancing Ring Nature Reserve in the west to The Drive in the east at the point where footpath 2058 terminates.

Source: <https://www.westsussex.gov.uk/land-waste-and-housing/public-paths-and-the-countryside/public-rights-of-way/public-rights-of-way-imap/imap/>

Byways

- 4.2.9. There are no byways are located in the immediate vicinity of Proposed Crossing Area 2.

Restricted Byways

- 4.2.10. No restricted byways are situated within the immediate vicinity of Proposed Crossing Area 2.

CYCLIST FACILITIES

- 4.2.11. As discussed, a shared use path is provided along the southern side of the A27 Old Shoreham Road, between Old Shoreham Road at the Sussex Pad signal controlled junction and number 78 Old Shoreham Road. Beyond this point the shared use path is intermittent, interspersed with

sections where it continues as an on-road advisory cycle route along the residential service roads parallel to the A27 Old Shoreham Road.

- 4.2.12. Approximately 64m to the east of the roundabout with Manor Road / A27 Old Shoreham Road / A2025 Grinstead Lane / A27 Upper Brighton Road a Toucan crossing is provided opposite number 16 Old Shoreham Road.
- 4.2.13. Finally, a shared use path is provided on the section of Old Shoreham Road opposite the Ricardo premises on the southern side of the carriageway between the Sussex Pad signal controlled junction and the junction with the access point to the Ricardo premises.

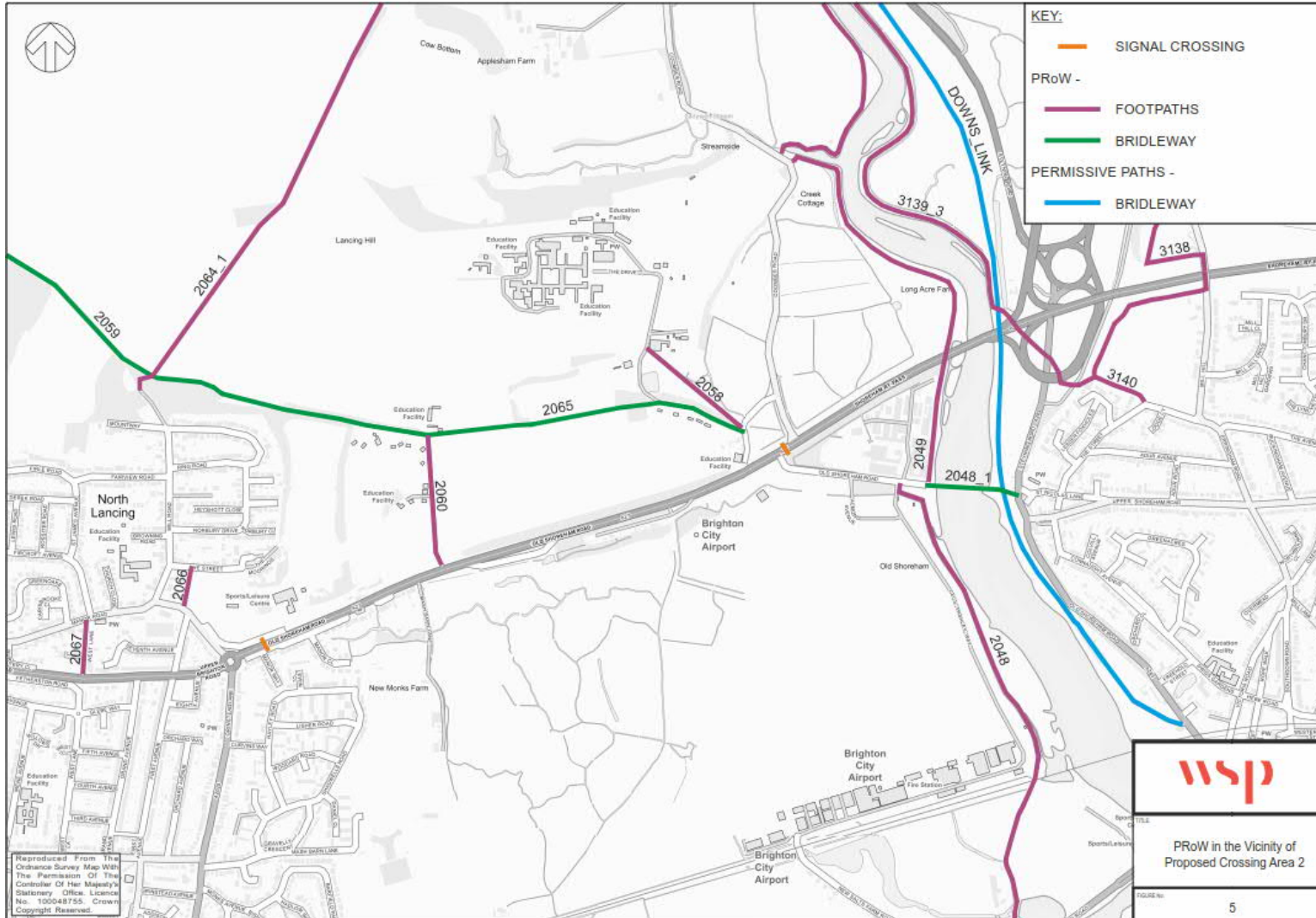


Figure 5 -- Public Rights of Way in the vicinity of Proposed Crossing Area 2

EQUESTRIAN FACILITIES

- 4.2.14. With the exception of the single Bridleway discussed above, there are no equestrian specific facilities in the immediate vicinity of Proposed Crossing Area 2.

EXISTING CROSSING FACILITIES

- 4.2.15. A range of at-grade crossing facilities are provided along the length Proposed Crossing Area 2. These are detailed below. It should be noted however that no Pegasus or Toucan Crossings are provided.

A27 Upper Brighton Road / Manor Road / A27 Old Shoreham Road / A2025 Grinstead Lane Roundabout

- 4.2.16. On both the Manor Road (N) and A2025 Grinstead Lane (S) arms there are uncontrolled crossings. These are provided with dropped kerbs and refuge islands. Conversely on the A27 Upper Brighton Road (E) and the A27 Old Shoreham Road (W), no crossing facilities are provided.

Toucan Crossing Opposite No.16 Old Shoreham Road

- 4.2.17. Approximately 64m east of the roundabout with Manor Road / A27 Old Shoreham Road / A2025 Grinstead Lane / A27 Upper Brighton Road there is a staggered Toucan Crossing on the A27 Old Shoreham Road. This is provided with dropped kerbs, pedestrian guardrailling, a refuge island and tactile paving.

A27 Old Shoreham Road / Mash Barn Lane Junction

- 4.2.18. Across the Mash Barn lane (S) arm there is an uncontrolled crossing for the shared use path on the southern side of the A27 Old Shoreham Road. This is provided with dropped kerbs. Note there are no crossing facilities across the A27 Old Shoreham Road at this point.

A27 Old Shoreham Road / Hoe Court Junction

- 4.2.19. Across the Hoe Court (N) arm there is an uncontrolled crossing. This is provided with dropped kerbs, a refuge island and tactile paving. Note there are no crossing facilities across the A27 Old Shoreham Road at this point.

A27 Old Shoreham Road / Layby

- 4.2.20. On the southern side of the A27 Old Shoreham Road, approximately 663m west of the Sussex Pad signal controlled junction is a large segregated layby. Across the entrance and exit to this layby there are uncontrolled crossings for the shared use path on the southern side of the A27 Old Shoreham Road. These crossings are provided with dropped kerbs and tactile paving. Note there are no crossing facilities across the A27 Old Shoreham Road at this point.

A27 Old Shoreham Road / Withy Patch Travellers Site Junction

- 4.2.21. Across the Withy Patch Travellers Site Access (S) there is an uncontrolled crossing for the shared use path on the southern side of the A27 Old Shoreham Road. This is provided with dropped kerbs and tactile paving. Note there are no crossing facilities across the A27 Old Shoreham Road at this point.

Sussex Pad Signal Controlled Junction

- 4.2.22. At this junction between the junctions with Old Shoreham Road and Coombes Road, there is a signal controlled staggered pedestrian crossing. This is provided with dropped kerbs, pedestrian guardrailling, a refuge island, and tactile paving.
- 4.2.23. On the Coombes Road (N) arm no crossing facilities are provided, whereas on the old Shoreham Road (S) there is an uncontrolled crossing which is provided with dropped kerbs.

Downs Link

- 4.2.24. The link provides a grade-separated crossing under the A27 along the eastern side of the River Adur. The route is designed for equestrian and cyclists and connects Shoreham to the south of Upper Beeding. This link along the eastern side of the River Adur is accessible via the Old Shoreham Toll Bridge on the southern side of the A27, although north of the A27, the next crossing of the River Adur is just south of Upper Beeding.

FUTURE PROPOSALS IN RELATION TO THE NEW MONKS FARM APPLICATION

- 4.2.25. Although not existing facilities, it is worth re-iterating that there are several future proposals for changes to access and NMU facilities, related to the New Monks Farm application; these are detailed in Section 2.5 of this report. The NMU improvements are shown in drawing HED-1172-LA-601 in Appendix A.

5. EXISTING AND FUTURE TRIP GENERATORS

5.1. INTRODUCTION

5.1.1. This section describes the principal existing trip generators for each of the two Proposed Crossing Areas, alongside future trip generators that relate to major new developments.

5.2. KEY TRIP GENERATORS AND LOCAL AMENITIES NEAR TO PROPOSED CROSSING AREA 1

5.2.1. Approximately 280m north of the A27 Upper Brighton Road is Sompting Preparatory School, and in addition, approximately 200m north of the A27 Upper Brighton Road is the Church of St Mary the Blessed. The area in the vicinity of the Church and the Preparatory School also incorporates circa seven residential properties. It should also be noted that the northern carriageway of the A27 borders the South Downs National Park which acts as a trip generator for leisure activities.

5.2.2. To the north east is the outskirts of North Lancing and to the south-east is the Village of Sompting, while to the south west is the neighbourhood of Broadwater. These are significant residential areas which are likely to generate demand for crossing the A27 in the vicinity of Proposed Crossing Area 1, in particular for leisure access to the South Downs National Park.

5.2.3. There are a range of community facilities within these areas which are local trip generators and which may attract trips by walking and cycling across the A27, for example Ball Tree Surgery near to the junction of Western Road North and Cokeham Road, Sompting Village Primary School, Bramber Primary School and the Sir Robert Woodard Academy.

5.2.4. Journeys to and from the railway stations at Worthing, East Worthing, Lancing and Shoreham-by-Sea may also have the potential to involve cycling trips in particular for leisure access crossing the A27 in this area.

5.2.5. Approximately 70m to the south of the A27 is Croft Meadows, which provides livery services and paddocks and is owned by the Sompting Estate. Approximately 500m to the south is a large industrial area including the Southdown View Way Industrial Estate and the Timberlaine Trading Estate in Worthing. This industrial area is home to multiple industrial units of various sizes, including the large manufacturing site for pharmaceutical company GlaxoSmithKline (GSK).

5.2.6. To the north-west and bordering the A27 is the Lyons Farm Retail Park. The site includes a supermarket, eight non-food retailers, one restaurant, the ground of Worthing United Football Club and the Downlands Business Park. Worthing Town Centre is located to the south-west.

5.2.7. These trip generators are illustrated in **Figure 6**.

5.3. FUTURE TRIP GENERATORS AT PROPOSED CROSSING AREA 1 WEST SOMPTING STRATEGIC ALLOCATION

5.3.1. Policy 6 in the Adur Local Plan outlines two parcels of land to the west of Sompting and to the south of the A27 (both of which are owned by the Sompting Estate Trustees) which have been allocated for the development of a minimum of 480 residential dwellings in total. These are illustrated in **Figure 7** and are described as follows:

- Land south of the A27 and north of West Street between Dankton Lane and including some land at Croft Meadows; and
- Land at Sompting Fringe south of West Street.

5.3.2. Proposals for 520 new homes across the two aforementioned sites are being prepared by Persimmon Homes. At the time of writing, no planning application has been submitted.

5.3.3. The Adur Local Plan emphasises the fact that there are limited options for new areas of land to be allocated for development due to the proximity of the Coastline and the South Downs National Park. Hence the strategic allocation at West Sompting forms an integral aspect of the Local Plan. This development is likely to be a significant trip generator, especially for NMUs and is expected to increase the proportion of leisure trips accessing the South Downs National Park. It is also expected to increase trips to the retail park at Lyons Farm.

EMERGING WORTHING LOCAL PLAN

5.3.4. A number of Areas of Change and Edge of Town potential development opportunities are being considered and tested for inclusion within the emerging Worthing Local Plan. This includes a key development opportunity at Decoy Farm to the east of Dominion Way which has been identified as a potential significant employment allocation. In addition, several smaller sites to the east of Worthing are being considered as potential housing development sites. If allocated and then developed, these sites have the potential to generate additional trips in the local area, in particular additional demand for non-motorised leisure trips across the A27 in Proposed Crossing Area 1.

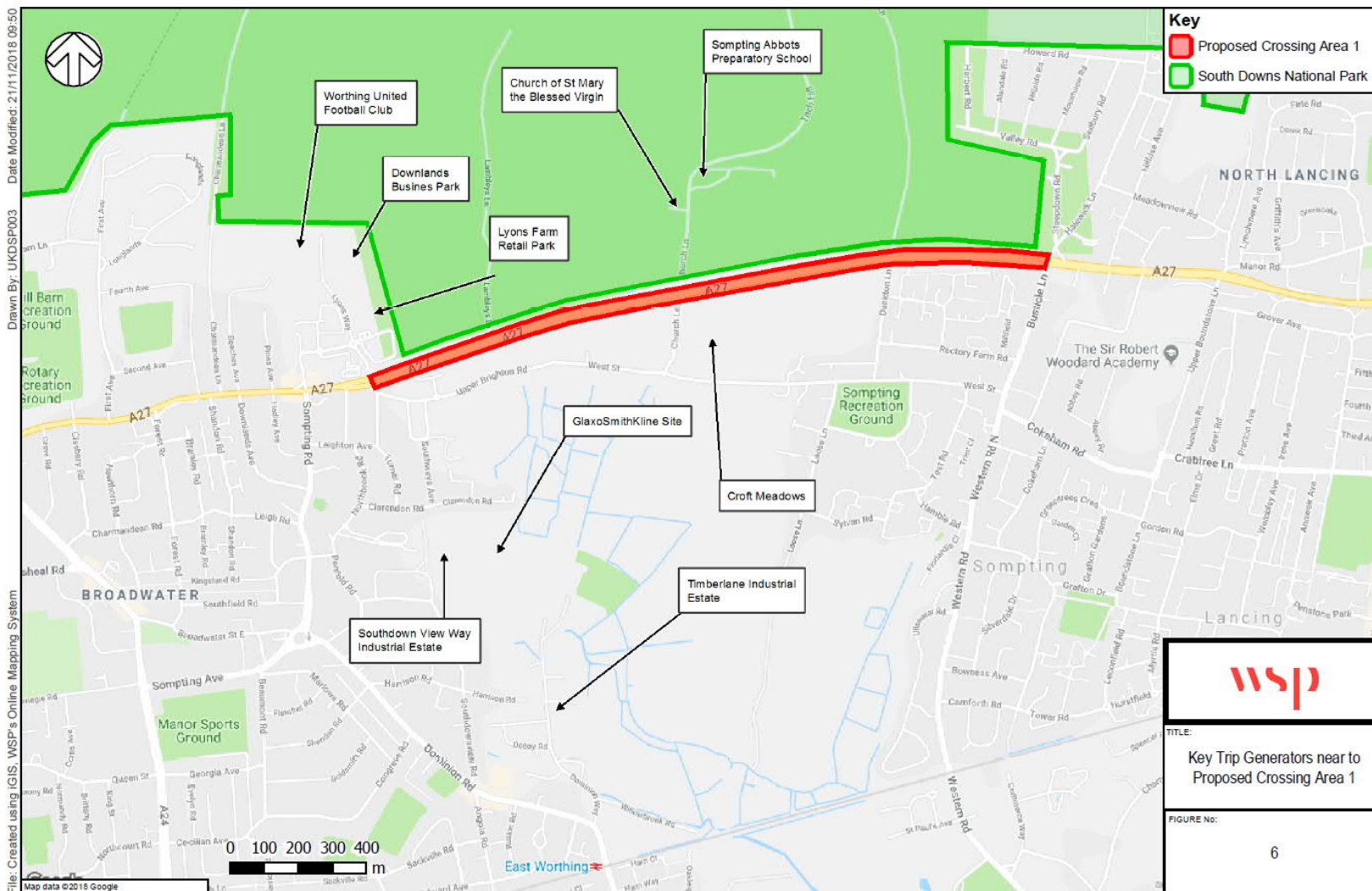


Figure 6 - Key Trip Generators near to Proposed Crossing Area 1

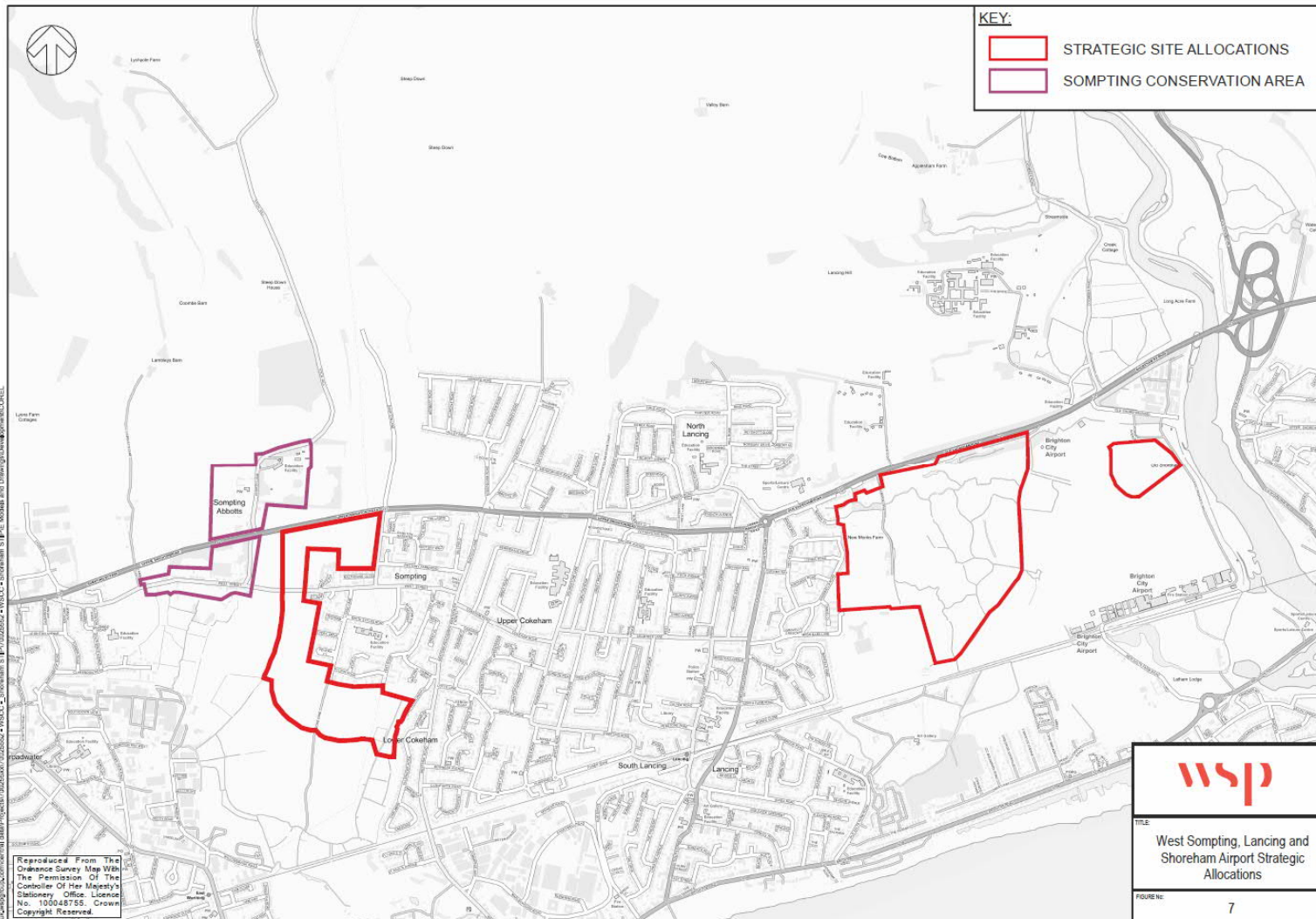


Figure 7- Land at West Sompting, New Monks Farm (Lancing) and Shoreham Airport Strategic allocations

5.4. KEY TRIP GENERATORS AND LOCAL AMENITIES NEAR TO PROPOSED CROSSING AREA 2

- 5.4.1. The land in the immediate vicinity of the Proposed Crossing Area 2 is predominantly rural in nature, although there are a number of dwellings and other buildings in the vicinity. Approximately 60m north of the A27 is Lancing College, an independent Boarding and Day School that also includes an equestrian centre at the northern end of Hoe Court.
- 5.4.2. The northern carriageway of the A27 borders the South Downs National Park which acts as a significant trip generator for leisure activities. Furthermore, there are circa 20 residential properties to the north of the A27 situated on Hoe Court and The Drive, which are likely to generate demand for crossing the A27 in this area by walking and cycling.
- 5.4.3. Beyond the immediate vicinity of Proposed Crossing Area 2 are the large neighbourhoods of Lancing and Shoreham which generates demand for recreational access to the South Downs National Park via the A27 crossing points in this area.
- 5.4.4. To the east is the River Adur which has a severance impact. There are a number of bridges crossing the river as follows:
- The A27 immediately to the east of Proposed Crossing Area 1 which does not have pavement facilities;
 - Old Shoreham Toll Bridge (approximately 370m to the south-east) which is exclusively for non-motorised users);
 - Norfolk Bridge carrying the A259 Brighton Road (approximately 1km south-east) which includes pavement facilities; and
 - Adur Ferry Bridge (a pedestrian and cycle bridge located approximately 2km south east)
- 5.4.5. Additionally, to the east bordering the A27 and the Sussex Pad signal controlled junction is the Shoreham Technical Centre and head office of Ricardo, an engineering and environmental consultancy.
- 5.4.6. Approximately 145m to the south of Proposed Crossing is the site of Brighton City (Shoreham) Airport and approximately 1.2km to the south west is the training ground for Brighton and Hove Albion Football Club.
- 5.4.7. Bordering the southern side of the A27 carriageway and situated approximately 340m west from the Sussex Pad Signal Controlled Staggered Junction is the Withy Patch Travellers Site.
- 5.4.8. The Downs Link, Shoreham Town Centre and Shoreham Railway Station are accessible for pedestrians and cyclists via the Old Shoreham Toll Bridge.
- 5.4.9. The residential areas of Lancing are to the west and south west, with the Manor Leisure Centre and Lancing Manor (a community park and recreation ground) located to the North West of Proposed Crossing Area 2 (north of the A27). Lancing Village Centre and Lancing railway station are located to the south west while Shoreham Town Centre and Shoreham-by-Sea railway station are located to the south east. These locations are shown in Figure 8.

5.5. FUTURE TRIP GENERATORS AT PROPOSED CROSSING AREA 2

NEW MONKS FARM

- 5.5.1. New Monks Farm is addressed in Policy 5 of the Adur Local Plan. It stipulates that the site can incorporate up to 600 homes; 10,000sqm employment floorspace, a primary school and community hub; a country park; and a relocated and expanded Withy Patch Gypsy and Traveller Site.
- 5.5.2. As described above, an approved planning application has been submitted by New Monks Farm Development Ltd (NMFD) for a mixed use-development at this site south of the A27 between Lancing and Brighton City Airport. The development includes the construction of:
- Up to 600 homes;
 - A 32,900sqm non-food retail floor space building which will house an IKEA store and an associated 954 car parking spaces for customers and 67 spaces for staff;
 - A primary school and community hub;
 - A country park; and
 - A relocated and expanded Withy Patch Gypsy and Traveller Site

SHOREHAM AIRPORT DEVELOPMENT PROPOSALS

- 5.5.3. Policy 7 of the Adur Local Plan states that the Airport represents a 'key opportunity for economic development and growth' and allocates an additional 15,000sqm of commercial floorspace to the north east of the site. The Plan also notes that a Section 52 agreement currently restricts development at the Airport to the existing built-up area south of the facility, and that this agreement will be amended as a result of the plan allocation.
- 5.5.4. Alongside the planning application for New Monks Farm, an outline application (including access) for development at Shoreham Airport has also been submitted. This seeks 25,000sqm of industrial/warehousing development under use classes B1(c), B2 and B8.

SHOREHAM HARBOUR REGENERATION AREA

- 5.5.5. Policy 8 of the Adur Local Plan allocates the Shoreham Harbour Regeneration Area Broad Location and sets out proposals for regenerating Shoreham Harbour and the provision of new development. Adur and Worthing Councils, together with Brighton and Hove City Council, the Shoreham Port Authority and WSCC have formed the Shoreham Harbour Regeneration Partnership with the remit of preparing a Joint Area Action Plan (JAAP).
- 5.5.6. The JAAP provides detailed proposals that indicate how the area could be developed up to 2032 in order to accommodate 1,100 new dwellings and 16,000sqm of employment space within Adur, as well as an additional 300 dwellings and 7,500sqm of employment space on the Brighton and Hove side of the JAAP area. At the time of writing the JAAP has been submitted to the Secretary of State and is being examined.

5.6. SUMMARY OF EXISTING AND FUTURE CROSSING SITUATION

- 5.6.1. This section provides a brief summary of the existing and the future crossing situation in each of the proposed crossing area.

PROPOSED CROSSING AREA 1

- 5.6.2. The west Sompting area currently experiences severance between the population to the south and the Sompting Abbots residential area and the South Downs National Park to the north. The existing crossing facilities along the A27 in the area which are outlined in Section 4.1 are considered poor. The allocation in Local Plan for West Sompting does not impact on any of the existing NMU crossing facilities over the A27 and is unlikely to be required by itself to provide any additional crossings or improve the existing crossing facilities.
- 5.6.3. The provision of a new NMU crossing would enhance the access to the South Downs, and reconnect the village of Sompting which is currently spilt by the A27 for pedestrians and cyclists who currently find it unsafe to cross. It would also serve the likely increased demand for access to the South Downs National Park from residents of future strategic development site at West Sompting.

PROPOSED CROSSING AREA 2

- 5.6.4. The proposed crossing area 2 currently has two formal signal crossing facilities as presented in Section 4.2. This section will be impacted by the New Monks Farm development (which has been approved subject to call-in). This will replace pedestrian crossing facilities at the Sussex pad junction with a multi-phase toucan crossing facility at a new A27 roundabout to the west closer to residential development. The development will also upgrade the path along the western side of the Adur River.
- 5.6.5. Given the constraints in the area, it is recognised that there is a need to balance competing demands in order to provide for new strategic development and also safely provide A27 crossing facilities. The proposed crossings are seen in planning terms as an improvement over existing provision given that the two crossing opportunities (new A27 roundabout toucan facilities and footpath 2048 upgrade to bridleway on west bank of River Adur) provide for a wider range of users than the existing pedestrian crossing facilities at Sussex Pad junction and the existing footpath on the west bank of the River Adur. It is understood that some local stakeholders do not consider the facilities to be an improvement on the current situation, because of the expected journey time delay against the existing desire line across the Sussex Pad junction, and because of the narrow nature of the proposed River Adur west bank bridleway (2.5m for 150m length with boundary fence and River Adur on each side). This study has not sought to reach conclusions about the suitability of the proposed facilities as this is a matter for the Local Planning Authority to decide when considering the planning application.
- 5.6.6. The provision of an additional NMU crossing in Area 2 near to the existing Sussex Pad junction could help to improve facilities for pedestrians, cyclists and equestrians, although it is noted that the strategic development site is already proposing an improved NMU route under the A27 and the development does not, in itself, generate the need for further crossing facilities. This would require careful design consideration if it were to meet the demand from on-road cyclists which appears to be the dominant NMU, and also cater for other user groups including pedestrians and equestrians. The large footprints of grade separated structures typically require significant land take and ramp switch backs where available land is constrained which may not be desirable to on-road cyclists.

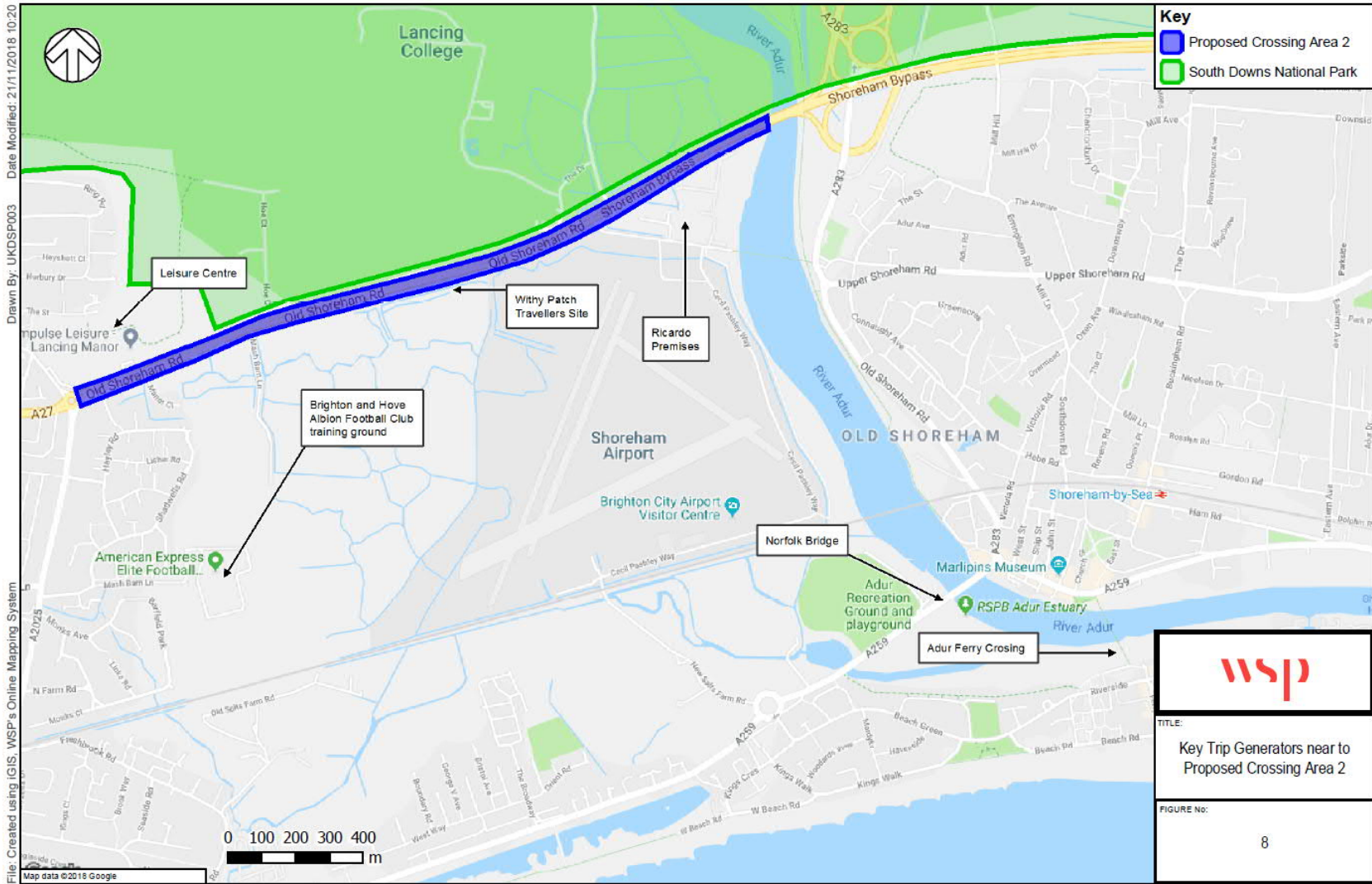


Figure 8 – Key Trip Generators near to Proposed Crossing Area 2

6. SITE VISIT

6.1. INTRODUCTION

- 6.1.1. A site visit was undertaken at proposed Crossing Area 1 and Proposed Crossing Area 2 in April 2018.
- 6.1.2. The purpose of the site visit was to gain a physical perspective of the Proposed Crossing Areas from the viewpoint of an NMU and to identify any particular issues that were not evident when assessing the junction via a desktop study alone. The visit itself took the form of a walkover along all existing NMU facilities deemed relevant to the area affected by the Proposed Crossing Areas, and observing NMU / vehicle movements.
- 6.1.3. On the day of the site visit, weather conditions were mild and overcast. These conditions were considered to be conducive for NMU journeys to take place⁸.

6.2. METHODOLOGY

- 6.2.1. The site visit considered the core design principles such as Safety, Accessibility and Attractiveness as identified within 'DfT Local Transport Note 1/12: Shared Use Routes for Pedestrians and Cyclists (September 2012)' and 'Sustrans Design Manual: Handbook for cycle-friendly design (April 2014)'. In addition, the suitability for equine users was taken into account.
- 6.2.2. Altogether the following factors were considered with respect to facilities for NMUs:
- Safety;
 - Accessibility;
 - Attractiveness;
 - Effective Width of Footways / Shared Use Paths;
 - Gradient;
 - Legibility;
 - Lighting; and
 - User Conflict.

6.3. PROPOSED CROSSING AREA 1

AREA DESCRIPTION

- 6.3.1. For the purpose of this site visit, the section between the signal controlled junction with Lyons Way / the A27 Sompting Bypass / Upper Brighton Road and the signal controlled junction with Halewick Lane / the A27 Upper Brighton Road / Busticle Lane was considered, alongside adjoining links, when assessing Proposed Crossing Area 1.

⁸ Monday 9th April was not at a weekend when more leisure journeys would be expected to take place, although it was within the second week of the West Sussex schools Easter Holidays.

SAFETY AND ACCESSIBILITY

- 6.3.2. Proposed Crossing Area 1 is accessible from Busticle Lane, Church Lane, Dankton Lane, Halewick Lane, Lambleys Lane and Lyons Way. Lambleys Lane is a single-track road, along with Dankton Lane, neither of which are provided with footways. Busticle Lane, Church Lane, Halewick Lane, and Lyons Way are all provided with a footway on at least one side of the road.
- 6.3.3. Approximately 250m east of the staggered junction with Church Lane PRoW footpath 2071 crosses the A27. Uncontrolled crossings are also provided at the junction with Lambleys Lane; approximately 125m west of the junction with Church Lane for Footpath 2073; and at the junction with Dankton Lane. These were fully discussed in section 4.1.23 and none of them are provided with any formal crossing facilities other than a staggered gap in the central reservation. Therefore they pose a safety risk to NMUs and may deter usage from these routes.
- 6.3.4. In Proposed Crossing Area 1 the A27 is subject to the national speed limit except on the approaches to the Lyons Way / Upper Brighton Road and Halewick Lane / Busticle Lane signal controlled junctions where the speed limit drops to 40mph.
- 6.3.5. The three uncontrolled crossings are located in a 70mph speed limit zone. This exacerbates the difficulties NMUs face when crossing at these locations and poses safety risks, especially for equestrian users since fast moving traffic can frighten horses. However, it should be noted that there is good visibility across both carriageways for walkers and cyclists and staggered signal controlled crossings are provided.

ATTRACTIVENESS

- 6.3.6. The attractiveness of the area is minimal due to the four lanes and high volume of traffic as shown in **Figure 9** and **Figure 10**.
- 6.3.7. There is an existing continuous footway on the northern side of the A27 Upper Brighton Road between the signal controlled junction with Lyons Way / the A27 Sompting Bypass / Upper Brighton Road and the signal controlled junction with Halewick Lane / the A27 Upper Brighton Road / Busticle Lane. However, no controlled crossing facilities are provided and this is to the detriment of north-south NMU journeys.
- 6.3.8. The principal access points from the aforementioned footway are the Lyons Way Retail Park in the east, Church Lane to the north and the residential area up Halewick Lane to the west.
- 6.3.9. The footway surface itself is in good condition for the majority of its length. However, its proximity to fast moving traffic and the associated noise could deter use.



Figure 9 – A27 Upper Brighton Road at the Junction with Church Lane looking west



Figure 10 – A27 Upper Brighton Road at the junction with Church Lane looking east



Figure 11 – Footway on the A27 Upper Brighton Road looking east

GRADIENT

- 6.3.10. The east-west gradient at Proposed Crossing Area 1 is flat with only a slight incline towards Busticle Lane. Therefore, the gradient is unlikely to be a deterrent to NMUs east-west. However, there is a north-south gradient from Upper Brighton Road/West Street Sompting (to the south of the A27), to the north of the A27 as the land rises towards the South Downs. Given the nature of predominant leisure-related trips that would use any improved crossing facilities to access the South Downs, it is assumed that this gradient is unlikely to be a deterrent to NMUs.

LEGIBILITY

- 6.3.11. Legibility at Proposed Crossing Area 1 is poor. Several footpath signs are provided denoting the points where footpaths cross and their route is shown in Figure 12. At some of the uncontrolled crossings there are 'LOOK RIGHT' and 'LOOK LEFT' markings painted on the carriageway as illustrated in Figure 13 . Many of these uncontrolled crossings require NMUs to use the central reservation as a form of refuge island, which is approximately 1.5m wide as shown in Figure 14.



Figure 12 – Public Footpath sign on the northern side of the A27 Upper Brighton Road.



Figure 13 – ‘Look Right’ and ‘Look Left’ Markings painted on the A27 Upper Brighton Road looking south.



Figure 14 – Central reservation at uncontrolled crossing on A27 Upper Brighton Road near to the junction with Church Lane looking south.

LIGHTING

- 6.3.12. Street lighting is provided along the length of Proposed Crossing Area 1.

USER CONFLICT

- 6.3.13. No evidence of user conflict was observed; however, no cyclist specific facilities are provided in Proposed Crossing Area 1. During the site visit a handful of cyclists were observed using the footway on the northern side of the A27 Upper Brighton Road as shown in **Figure 15**. Given the limited footway width, this is likely to create conflict between cyclists and pedestrians.



Figure 15 - Cyclists on the footway opposite the A27 Upper Brighton Road travelling east towards the junction with Church Lane.

6.4. PROPOSED CROSSING AREA 2

SITE VISIT COVERAGE

- 6.4.1. For the purpose of this site visit, the section between the roundabout with Manor Road / the A27 Old Shoreham Road / the A2025 Grinstead Lane / the A27 Upper Brighton Road and the west bank of the River Adur, alongside adjoining links was considered when assessing Proposed Crossing Area 2.

SAFETY AND ACCESSIBILITY

- 6.4.2. Proposed Crossing Area 2 is accessible from eight separate roads: Busticle Lane, Manor Way, Manor Close, Mash Barn Lane, Hoe Court, the access road leading to Wither Patch Travellers Site, Old Shoreham Road and Coombes Road.
- 6.4.3. Between the roundabout with Manor Road / the A27 Old Shoreham Road / A2025 Grinstead Lane / the A27 Upper Brighton Road and the River Adur only Hoe Court and Coombes Road provide access to the north of the A27 Old Shoreham Road. Hoe Court provides access to a small hamlet and agricultural land whereas Coombes Road is the principal access point to Lancing College, and also links to Steyning. Accessibility at Hoe Court is limited since no crossing facilities are provided and footway provisions only run in a westerly direction towards Lancing. At Coombes Road, access is slightly better with a two-phase signal controlled pedestrian crossing associated with the Sussex Pad junction enabling NMUs to cross the A27 and access the shared-use path on the southern side of the A27 Old Shoreham Road and the Old Shoreham Toll Bridge.
- 6.4.4. A shared use path on the southern side of the A27 Old Shoreham Road links Sussex Pad junction with the access road for Manor Close and Manor Way. Between the junction with Mash Barn Lane

and the roundabout with Manor Road / the A27 Old Shoreham Road / A2025 Grinstead Lane / the A27 Upper Brighton Road there are circa 50 properties.

- 6.4.5. Between the aforementioned roundabout and a point approximately 180m east of the junction with Mash Barn Lane, opposite the layby and weighbridge, the speed limit on the A27 is 40mph. The remaining section up to the junction with Coombes Road is subject to the National Speed Limit. These speed limits, together with the high traffic flows, mean that from a safety perspective it is not suitable for NMUs to be on the carriageway and suitable crossing opportunities will be limited.

ATTRACTIVENESS

- 6.4.6. The attractiveness of the area is minimal due to the four traffic lanes (two westbound and two eastbound) and the high traffic volumes. As shown in **Figure 16** the environment is vehicle dominated, intimidating and uncomfortable for NMUs. This alongside the noise and air pollution means that this is not an area NMUs would openly choose to use except for the purpose of crossing the A27 and accessing other areas.



Figure 16 - Entrance to the Layby looking east along the A27 Old Shoreham Road.

- 6.4.7. During the site visit, a few users were observed utilising the shared use path; this included two cyclists, as shown in **Figure 17** and **Figure 18**. As illustrated the surface quality of the shared use path is reasonably good and in places has been resurfaced.



Figure 17 – Cyclist travelling eastbound on the shared-use path opposite the A27 Old Shoreham Road.



Figure 18 – Cyclist travelling westbound on the shared-use path opposite the A27 Old Shoreham Road.

- 6.4.8. As shown in **Figure 19** the footway surface in and around the Sussex Pad signal controlled junction has deteriorated and in places is worn, especially around Old Shoreham Road. At the junction with Coombes Road there are no formal footway provisions and there was evidence of desire lines, indicated by worn grass on the verge opposite the eastbound A27 Old Shoreham Road carriageway.



Figure 19 – Footway surface opposite Old Shoreham Road at the Sussex Pad junction looking east.

- 6.4.9. At the Toucan crossing on the approach to the roundabout with Manor Road / the A27 Old Shoreham Road / A2025 Grinstead Lane / the A27 Upper Brighton Road surface quality is good as shown in **Figure 20**. This crossing is not suitable for equestrians due to the lack of screening from the carriageway and the fact that the call buttons are positioned at a height that is not conducive for equine users sitting on their mounts.



Figure 20 – Toucan crossing on the A27 Old Shoreham Road looking north.

6.4.10. At the junction with Hoe Court there was evidence that the footway had been resurfaced and a refuge island had been constructed alongside dropped kerbs and tactile paving. This is shown in **Figure 21** and has improved pedestrian access to the bus stop, which is situated just out of shot of the photograph to the right.

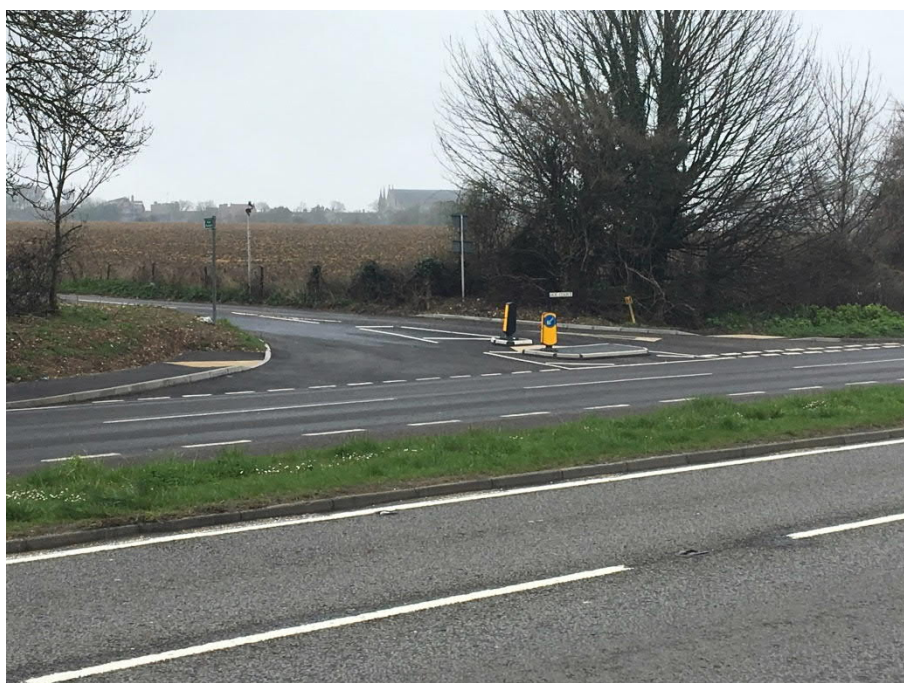


Figure 21 – Uncontrolled crossing at the junction with the A27 Old Shoreham Road and Hoe Court looking north.

GRADIENT

6.4.11. The gradient at Proposed Crossing Area 2 is minimal and the section is relatively flat. Therefore it was considered that gradient does not prevent or discourage access by pedestrians or cyclists to this area. However it should be noted that some leisure cyclists, particularly those on club runs, will actively seek out hills and areas of steep topography, and the land to the north rises towards the South Downs.

LEGIBILITY

6.4.12. The legibility at Proposed Crossing Area 2 for NMUs is reasonably good. Along the shared use path on the southern side of the A27, there are high mounted signs, and bollard mounted signs located at regular intervals to indicate the cycle route. This is illustrated in **Figure 22** and **Figure 23**.



Figure 22 – High mounted signage indicating the shared-use path opposite the A27 Old Shoreham Road looking west



Figure 23 – Bollard mounted signage indicating the shared use path opposite the A27 Old Shoreham Road looking east

6.4.13. Furthermore, as shown in **Figure 24** there were markings on the road surface when the shared use path crossed access roads in order to indicate the cycle route. However, on the approach to the roundabout with Manor Road / the A27 Old Shoreham Road / A2025 Grinstead Lane / the A27 Upper Brighton Road, cyclists are instructed to re-join the A27 carriageway. This was considered to be a deterrent to cycle use given the heavy traffic volumes along the A27 and it was considered likely that current cyclists may elect to continue along the footway instead.



Figure 24 – Cycle route road markings on residential service road opposite A27 Old Shoreham Road looking west



Figure 25 – Signage instructing cyclists to re-join the A27 Old Shoreham Road looking west towards the roundabout with Manor Road / the A27 Old Shoreham Road / A2025 Grinstead lane / the A27 Upper Brighton Road

- 6.4.14. The footpath that runs alongside the western bank of the River Adur and under the A27 is unsurfaced and worn, with evidence of cyclist use as shown in **Figure 26**. Additionally, the route is unattractive due to the perimeter fence next to the Ricardo Site and the presence of graffiti at the A27 overpass. In particular vertical clearance at the A27 overpass is limited as demonstrated in **Figure 27**. Consequently, this needs addressing in the design proposal for this path to be upgraded to a bridleway as part of the approved New Monks Farm planning proposals, as discussed in Sections 2.5 and 5.6 of this report.



Figure 26 – Footpath 2049 opposite the Ricardo premises looking north



Figure 27 – Footpath 2049 under the A27 Shoreham Bypass looking north

LIGHTING

- 6.4.15. The shared use path in the national speed limit area is unlit; it is only west of the junction with Hoe Court that street lighting is provided.

USER CONFLICT

- 6.4.16. No evidence of user conflict was witnessed in Proposed Crossing Area 1 during the site visit. However, the shared-use path is not segregated; therefore it could be a site of conflict between pedestrians and cyclists.

7. CONSULTATION WITH KEY STAKEHOLDERS

7.1. INTRODUCTION

- 7.1.1. As part of this Pre-Feasibility Study, key stakeholders were consulted via email for their views on the existing needs of NMUs, current usage and the issues at Proposed Crossing Area 1 and Proposed Crossing Area 2.
- 7.1.2. These stakeholders were identified in conjunction with WSCC and the list detailing the organisations that were consulted is included in **Appendix B**.

7.2. ENGAGEMENT

- 7.2.1. In total 24 responses were received and the key points from these are summarised in **Table 8**. The original full responses are detailed in **Appendix C**.

Table 8 – Responses received from email consultation

Stakeholder	Key Issues Raised
Adur Healthy Walkers Group	<ul style="list-style-type: none"> ▪ We only use the crossing at the Sussex Pad junction and are happy with it.
Adur Planning Policy Manager	<ul style="list-style-type: none"> ▪ Current demand is located at the existing crossing point at Sussex Pad, but it is not clear whether this is actually where people want to cross. ▪ In Sompting, residents have suggested a footbridge or crossing be installed to re-establish the link between the village south of and the Church north of the A27.
Adur and Worthing Team Lead and Principal Community Officer, WSCC	<ul style="list-style-type: none"> ▪ The A27 currently presents a very intimidating barrier for NMUs - the vulnerable users are put off attempting to cross and will often resort to using their cars instead. ▪ Current trends of low use are symptomatic of poor infrastructure, not of lack of need. ▪ Active travel to school is also worth noting, as North Lancing Primary requires many children in its catchment to cross the A27 and the Sir Robert Woodard Academy is fed by a large catchment spanning from East Worthing to Shoreham.
Area Manager, Worthing and Adur, WSCC	<ul style="list-style-type: none"> ▪ There is a reasonably high percentage of disabled buggy users in the area, so it may be prudent to consider their needs.
Bricycles	<ul style="list-style-type: none"> ▪ The Sussex Pad crossing is indispensable for riding from Brighton to Coombes, and beyond. Clarion Cycling Club and Brighton Mitre Cycling Club also use the crossing. ▪ There needs to be a Toucan crossing at Church Lane. ▪ Church Lane is important for cycling because it enables people to ride from Steyning over the steep but popular Bostal Road and vice versa. ▪ The Lyons Way crossing is a good point from which to ride to Chanctonbury Ring. This uses part of the South Downs Way and has some off-road

	<p>sections. We would like to see direct crossings which do not involve lengthy delays and detours.</p> <ul style="list-style-type: none"> ▪ A refuge island could be created in the central reservation near to the junction with Hoe Court. Otherwise cyclists are forced to divert to the Toucan crossing near to Manor Road Roundabout and then cycle along the A27 eastbound carriageway. ▪ The Downs Link path on the east side of the River Adur is a valuable leisure route. However, it is muddy (thus unsuitable for road bikes), narrow and crowded at times. ▪ An employee of Lancing College was hit by a car and killed here in February 2017 as he walked to work, close to Hoe Court.
<p>County Councillor for Southwick Division and Executive Member at Adur District Council for Health and Well-Being</p>	<ul style="list-style-type: none"> ▪ The only permanent solution would be a bypass. ▪ The new primary school at New Monks Farm would also take children from North Lancing so an augmented crossing would be needed. This could require a crossing each side of the Manor Road Roundabout with changes also on Grinstead Lane. ▪ Crossing the A27 at Church Lane is difficult. Underpasses or overpasses would help. ▪ The area of Sompting North of Busticle Lane is a dormitory area. Residents need to cross the A27 particularly parents to take children to Sompting Primary School. ▪ Crossing at the Sussex pad junction is difficult due to traffic volumes. However, the crossing is needed to provide access to Lancing College, the Old Toll Bridge and the footpaths on opposite sides of the River Adur.
<p>Cycling Project Officer, South Downs National Park Authority</p>	<ul style="list-style-type: none"> ▪ Highways England and project consultants AOne-Plus and CH2M have undertaken a similar consultation. It seems wise to share this information.
<p>Cycling UK Volunteer</p>	<ul style="list-style-type: none"> ▪ The existing signal controlled pedestrian crossings at Lyons Farm and Busticle Lane do not connect with routes north of the A27. ▪ The only crossings of the A27 for cyclists which lead to areas other than local access are at Coombes Road and at Church Road. ▪ The Sussex Pad crossing allows access to National Cycle Route 2 by the coast and Coombes Road (a quiet road used by many cyclists). ▪ The Downs Link is a useful leisure route but is unsurfaced, and poorly maintained in places. ▪ The crossing at Church Lane allows cyclists to access the South Downs but it is very uncomfortable to use as often users have to wait in the central reservation for a gap to cross. This is dictated by the timing of the traffic lights to the east and the west. ▪ The Toucan crossing adjacent to the Manor Way offers little benefit for cyclists as there are no cycle facilities on the north side of the A27 affecting access to Hoe Court.

<p>Highways England</p>	<ul style="list-style-type: none"> ▪ A27 Sussex Pad to Falmer Cycle Study - small-scale improvements to signing of the Downs Link (NCN 223) are to be progressed further. There are limited onward cycling facilities north of the A27.
<p>i-Transport LLP (on behalf of Persimmon Homes)</p>	<ul style="list-style-type: none"> ▪ Desire lines for retail, educational and medical trips, pass through both the Lyons Farm and Busticle Lane signal controlled junctions. ▪ Desire lines from West Sompting are largely confined to the immediate vicinity of the Proposed Development and along West Street. ▪ Proposed improvements to West Street that would deliver the missing pedestrian link (a continuous east/west link connecting the Lyons Farm and Busticle Lane junctions) would enhance pedestrian / cycle desire lines from the proposed development, whilst also providing a wider benefit to existing residents. ▪ Therefore, it is considered more appropriate to invest in improving existing local facilities rather than creating additional crossing points which would have limited use.
<p>Local Councillor Response</p>	<ul style="list-style-type: none"> ▪ Rode across the A27 previously in the West Sompting area but it is now too dangerous. ▪ Best location for a crossing would be Dankton Lane giving direct access to bridlepaths and footpaths. An underpass would be ideal for people with disabilities, cyclists and horse riders. ▪ Church Lane would not be the best location as the road is not safe for horse riders. Lambley's Lane would be an OK crossing point for horse riders, but is not so central for pedestrians.
<p>Local Resident Number 1</p>	<ul style="list-style-type: none"> ▪ Crossing at either Lambleys Lane, Church Lane or Dankton Lane is like dicing with death. There are a number of minors that need to make this crossing. Lack of safe crossing facilities to the South Downs. ▪ Calls have been made to reduce the speed limit on the A27 here to 50mph to enable a Pegasus crossing to be installed, or to provide an underpass or overpass. ▪ There is also a dedicated bridleway up by the Charmendean Centre but again absolutely no safe way of access to it. There is also a path to the South Downs from Halewick Lane but this may be blocked off at the former refuse site, and difficult to access at Busticle Lane junction anyway.
<p>Local Resident Number 2</p>	<ul style="list-style-type: none"> ▪ Crossing the A27 at the junction with Church Lane is dangerous but is needed to access walking and cycling routes.
<p>Local Resident Number 3</p>	<ul style="list-style-type: none"> ▪ It is far too dangerous to attempt to cross the A27 to the South Downs. ▪ Horses are now transported by lorry for safety.

<p>Lancing College⁹</p>	<ul style="list-style-type: none"> ▪ An estimated 125 boarding school pupils make use of crossing facilities at Sussex-Pad junction on each day over the weekend during term time. Previous user surveys have typically taken place outside of school term times. ▪ Ideally the current crossing facilities at Sussex Pad should remain. Otherwise an underpass should be considered or an overbridge. Sussex Pad provides a crossing point for Shoreham residents to access the South Downs. ▪ The New Monks Farm proposals to upgrade footpath 2049 do not address issues regarding flooding, a lack of proposed lighting and CCTV (making the facility unusable after dark for College pupils), and width.
<p>Managing Trustee of Sompting Estate¹⁰</p>	<ul style="list-style-type: none"> ▪ Anecdotally it is apparent that Church Lane is the main A27 crossing point desire line for pedestrians and cyclists crossing the A27. It was noted that the obvious location for an improved crossing facility would likely be near to the Church Lane junctions on the east side of this and potentially up to the existing Public Right of Way footpath crossing point. ▪ It was noted that the area of the South Downs National Park to the north of the A27 in this area was an especially attractive but somewhat less visited part of the South Downs. Visual impacts of any new crossing structure would need to be considered. ▪ Sompting Estate would like to improve visitor access to the north of the A27. ▪ There is a desire for a cycle path on the north side of the A27 between Lyons Farm and North Sompting, and also a request for traffic calming in the form of a 40mph speed limit consistent with the speed limits at Lyons Farm and Busticle Lane junction. ▪ About 20 ridden horses are kept in the Sompting area south of the A27. Also, there are an additional approximately 20 horses that cannot be ridden. ▪ At Croft Meadows / Sompting Paddocks the majority of horses kept there are not ridden. Likewise, the two horses kept at Dankton Paddock are not ridden. At Sompting Paddocks there are currently 8 paying customers, of which 5 live in the Parish. ▪ Sompting riders currently get into a horsebox to access the national park ▪ The current capacity at Sompting is for up to 40 horses of which only 20 are ridden. Without land use changes, the number of ridden horses is likely to fluctuate in the range of 15-30. ▪ Aspirations for development on plots of land not owned by the estate could decrease the number of ridden horses that might use a crossing to access the downs. ▪ If it is not going to be viable to provide an equestrian-standard NMU crossing, there are two possible approaches the Estate could consider: ▪ The Estate could provide a private horse route within the fields south of the A27 for horses still kept in the area; or

⁹ Study engagement with Lancing College took the form of an informal meeting with a WSCC officer

¹⁰ Study engagement with Sompting Estates took the form of an informal meeting with a WSCC officer

	<ul style="list-style-type: none"> ▪ The Estate could provide additional horse-keeping facilities within the National Park on the north side of the A27.
<p>Principal Rights of Way Officer, West Sussex County Council</p>	<ul style="list-style-type: none"> ▪ The at-grade crossing facilities at the Toucan crossing east of the Manor Road roundabout and at the Sussex Pad junction are a deterrent to many. Grade-separated facilities would be better as these crossings are valuable connections between Shoreham and Lancing. ▪ Footpath 2060 along Hoe Court could be upgraded for cycle access to connect an existing bridleway and cycle access along the A27 corridor. ▪ There is demand from horse riders to cross the A27 at Dankton Lane and Lambleys Lane. Current provisions are not ideal or safe for equestrians, cyclists or pedestrians. ▪ The last realignment of the A27 severed footpaths 2071 and 2073. ▪ Providing a grade-separated crossing at some point between Lyons Farm and Busticle Lane would be advantageous and would provide the opportunity to develop suitable 'feeder' paths on both sides of the A27 to maximise the benefits of the facility.
<p>Secretary of Arun Adur Cyclists' Touting Club</p>	<ul style="list-style-type: none"> ▪ Crossing the A27 near New Monks Farm is important to two cycling clubs that I belong to. ▪ If the New Monks Farm project goes ahead I do not think there will be a problem crossing the road as the traffic will be stationary!
<p>Sompting Parish Council</p>	<ul style="list-style-type: none"> ▪ Councillors believe that the difficulty NMUs have crossing the A27 might even contribute to people feeling lonely and isolated as they are unable to access activities outside north Sompting. ▪ The lack of crossing points on the A27 between Lancing and Worthing mean people have to travel some distance in either direction to cross the road. ▪ At the junction with Halewick Lane / Busticle Lane there is a lack of time given for people to cross the road. Also, there are no flashing lights or sounds alerting those crossing as to the time remaining to cross the road. Finally, vehicles crossing the junction from north to south and vice-versa do so at the same time, making it harder for NMUs to cross as they have to gauge the speed of vehicles from both directions. ▪ Consideration should be given to an underpass at Dankton Lane.
<p>Sustrans</p>	<ul style="list-style-type: none"> ▪ Crossing points on the A27 in this area are crucial in developing cycle networks. ▪ The following are particularly significant trip generators: Bramber and Steyning; Railway Stations at East Worthing, Lancing and Shoreham; and National Cycle Network route 2 along the coast. ▪ To gain an appropriate understanding of all relevant existing facilities for cyclists existing documentation needs to be revalidated and updated. ▪ Assessments of current usage based on site visits and surveys can underestimate the value of existing cycle routes. ▪ Coombes Road is unique in providing a north-south connection through the Downs that is low-level, low-traffic and on a metalled surface. It is used seasonally as an alternative to the Downslink path, and for large charity rides.

	<ul style="list-style-type: none"> ▪ Cycle schemes such as improvements to National Cycle Network route 2 and proposed developments like New Monks Farm could increase levels of cycling and thus the value of the Sussex Pad crossing. ▪ Crossing points must be designed such that cyclists have no incentive to join the carriageway. Crossings that are indirect, or which have multiple stopping points, should be avoided. All types of cyclist should be accommodated, including disabled cyclists, tandems, bikes with trailers and kids' buggies.
<p>The British Horse Society</p>	<p>General Comments</p> <ul style="list-style-type: none"> ▪ Most riders have no access to horse transportation, so are limited to riding locally in the Coastal Plains (CP) where there are a limited number of bridleways. Beach riding is only available during certain times and months of the year and increasing traffic volumes on local roads have made these unsafe for riders to use. ▪ Accessing the riding network on the South Downs is extremely hazardous without vehicular transportation. <p>Proposed Crossing Area 1</p> <ul style="list-style-type: none"> ▪ The junction with Halewick Lane / Busticle Lane is unsuitable for horses as there is no equestrian access onto the Downs. There have been incidents involving horses kicking cars here when drivers have got impatient. ▪ Church Lane would not be an ideal crossing location for equestrians as Church Lane is a narrow road with high walls and blind bends, and you have to ride a long way to access a bridleway. ▪ Dankton Lane would be the best location for a crossing for equestrians as it has direct bridleway access onto the Downs and traffic is low since it is a no-through road. ▪ Currently equestrians use the crossing at Lambley's Lane, although the gap in the hedge has not been maintained and the layout is dangerous to use. It is not unusual for someone to dismount and stop the traffic to let others cross. Highways England appears to consider this to be an "informal" equestrian crossing point. ▪ In Aug 2007 Balfour Beatty Mott MacDonald (BBMM) recommended an NMU bridge close to Dankton Lane. This is the preferred option locally and could be linked to Church Lane by a widened shared use path along the A27 with screening. ▪ In total there are approximately 70 horses in the area split across 10 yards. <p>Proposed Crossing Area 2</p> <ul style="list-style-type: none"> ▪ At the Sussex Pad junction, the increasing level of traffic on the A27 has deterred rider's use. Waiting in the middle of busy dual carriageway is scary and alarming for both horses. However, both Coombes Road and Old Shoreham Road offer good routes for equestrians. ▪ A recent count of livery yards and horses within a five-mile radius identified 13 yards and circa 120 horses (including the new Equestrian Centre at Lancing College). ▪ Proposals associated with the New Monks Farm development will sever desire lines and not accommodate equestrian movements.

<p>West Sussex Cycle Forum</p>	<ul style="list-style-type: none"> ▪ Cyclists' trips start and finish miles away from the A27 - but crossing the A27 is 100% necessary to do the trip - whether it's a club cyclist on a 100-mile ride, or a leisure cyclist doing something much shorter.
<p>West Sussex Local Access Forum</p>	<p>General Comments</p> <ul style="list-style-type: none"> ▪ NMU safety has been eroded over the years, with crossing points along the A27 closed and facilities downgraded. Equestrians been most affected by this. ▪ New crossing facilities must be easy to access / use and follow natural desire lines. ▪ Providing a new safe crossing is just as much a 'link' as providing a new PRow. <p>Proposed Crossing Area 1</p> <ul style="list-style-type: none"> ▪ Increased traffic flows and Highways England's installation of central reservation barriers has curtailed use. However, the need to cross is still there. ▪ Church Lane is favoured by road cyclists ▪ The central reservation barriers at Dankton Lane only leave small gaps, which equestrians cannot use, and other users consider unfriendly and unsafe. ▪ The crossings at Lyons Way and Busticle Lane are not a pleasant experience, and highly dangerous for equestrians. ▪ Lambleys Lane benefits from slower moving traffic due to traffic signals at Lyons Way. ▪ The Forum's preference would be for a bridge or Pegasus crossing, with a shared use screened path on the north of the A27, linking between Lyons Way, Lambleys Lane, Church Lane, Dankton Lane, and Busticle Lane. <p>Proposed Crossing Area 2</p> <ul style="list-style-type: none"> ▪ Historically the crossing at Sussex Pad has been a popular route to and from the South Downs for all NMUs. However increased traffic flows are now deterring to use. Development planned for the area will only exacerbate this. ▪ Other crossing points used in this area by walkers and cyclists are Manor Road roundabout, the Toucan crossing opposite Manor Leisure Centre, and Hoe Court, all of which need improvement but none of which are suitable for equestrians. ▪ The proposals associated with the New Monks Farm development would be unattractive to many users, and do not cater for equestrians. ▪ A bridge crossing is the preferred option but proposals to improve footpath 2049 on the western side of the River Adur are cautiously welcomed.
<p>Worthing Cycle Forum</p>	<ul style="list-style-type: none"> ▪ Lambleys Lane used by cyclists, equestrians and pedestrians. ▪ Church Lane used by cyclists, equestrians and pedestrians. Well used by road cyclists with various access points for pedestrians and off-road cycling ▪ Dankton Lane used by cyclists, equestrians and pedestrians to access bridleways. ▪ Busticle Lane and Halewick Lane junction used by cyclists and pedestrians.

	<ul style="list-style-type: none"> ▪ Manor Road Roundabout used by cyclists and pedestrians. ▪ Toucan Crossing opposite Manor Leisure Centre used by cyclists, equestrians and pedestrians. ▪ Hoe Court used by pedestrians. ▪ Sussex Pad used by cyclists, equestrians and pedestrians. Coombes Road is well used by cyclists and pedestrians on a daily basis with some use by equestrians. This justifies a grade separated crossing.
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7.3. ENGAGEMENT OUTCOMES

7.3.1. Several reoccurring themes and key issues were raised during the consultation. For purposes of this study they have been grouped as either general comments or issues directly relating to either Proposed Crossing Area 1 or Proposed Crossing Area 2. The reoccurring themes and issues that were identified are as follows:

GENERAL COMMENTS

- The crossing provisions that are currently provided are intimidating and dangerous, deterring use. Therefore, a lack of demand is not an indicator of a lack of need
- Increasing traffic levels have discouraged the use of current crossing facilities.
- Crossings must be designed to accord with desire lines.

PROPOSED CROSSING AREA 1

- Church Lane provides an important cycling route and is favoured by road cyclists.
- Church Lane also provides good connections to the PRoW network for pedestrians and cyclists, but not for equestrians.
- Lyons Way is also a key cycle route to access Chanctonbury Ring.
- The key crossings for equestrians are at Lambleys Lane and Dankton Lane.
- Dankton Lane is the best crossing location for equestrians due to its direct access to bridleways.
- Current crossing provisions along Proposed Location Crossing Area 1 are unsuitable for equestrians.
- The existing signal controlled crossings at the junction with Lyons Way / the A27 Upper Brighton Road / Upper Brighton Road and the junction with Halewick Lane / the A27 Upper Brighton Road / Busticle Lane do not provide good connections into the PRoW network north of the A27.
- Current crossing facilities deter usage and create long diversions for NMUs. Often people resort to driving in order to cross, particularly equestrian users who are reported to transport their horses via lorry.
- Current estimates would suggest that there are approximately 40-70 horses in the area, south of the A27.
- Sompting Estate are willing to provide a private horse route around their fields south of the A27 or provide additional stables in the South Downs National Park as an alternative.
- Existing desire lines for local residents are largely confined to the junction with Lyons Way / the A27 Upper Brighton Road / Upper Brighton Road and the junction with Halewick Lane / the A27 Upper Brighton Road / Busticle Lane and along the Upper Brighton Road / West Street corridor.

PROPOSED CROSSING AREA 2

- The Sussex Pad junction is a key route for NMUs to access the South Downs.

- The Sussex Pad junction forms part of an important cycling route which is used by at least three cycling clubs due to its connections with National Cycle Route 2 and Coombes Road. Coombes Road is a unique north-south link through the Downs that is relatively flat and a good alternative to the Downs Link.
- An estimated 125 pupils use the Sussex Pad crossing per day at weekends during term time.
- The Toucan crossing opposite Lancing Leisure centre offers little benefits to cyclists due to the lack of cycling facilities along the northern side of the A27.
- A crossing at Hoe Court would be useful for both cyclists and pedestrians.
- It is important to consider active travel for school children. Pupils from North Lancing Primary school cross at the roundabout with Manor Way / the A27 Old Shoreham Road / the A2025 Grinstead Lane / the A27 Upper Brighton Road. Additionally, the catchment of the proposed education facilities at New Monks Farm would also include children from North Lancing.
- Current estimates would suggest that there are circa 120 horses within a five-mile radius.
- The proposals associated with the New Monks Farm planning application will sever NMU desire lines at Sussex Pad junction and do not sufficiently accommodate equestrians.
- Proposals contained with the New Monks Farm planning application to re-route NMUs via Footpath 2049 received a cautious welcome from some, but many comments were raised about how effectively this would replace existing facilities at Sussex Pad junction. The footpath would need to be upgraded to make it suitable for cyclists and equestrians. This would need to include surfacing works, widening, addressing the restricted height issue at the A27 River Adur overpass and the provision of lighting and /or CCTV.

8. SUMMARY AND CONCLUSION

8.1. INTRODUCTION

8.1.1. This section provides a discussion of the findings from the stakeholder consultation in relation to the wider contextual factors along with next steps and conclusions.

8.2. SUMMARY

PROPOSED CROSSING AREA 1

- 8.2.1. The stakeholder consultation emphasised that the controlled crossing facilities currently provided at either end of the study area at the junctions of Lyons Way / Upper Brighton Road and Halewick Lane / Busticle Lane, do not meet the needs of NMUs. This is because they impose lengthy diversions to users and do not provide comprehensive links to the PRoW network in the South Downs National Park.
- 8.2.2. The uncontrolled crossings provided at Lambleys Lane, Church Lane and Dankton Lane seem to exacerbate the issue of severance and suppress demand, as they are very unattractive locations to cross the road.
- 8.2.3. A new/improved crossing at Church Lane appears to be favoured by cyclists, whilst a new/improved crossing at Dankton Lane seems to be the preferred option for equestrian users, although Lambleys Lane was also cited for equestrians. It was apparent that pedestrians could be accommodated at any of the three aforementioned locations, however the Church Lane alignment appears to be the strongest desire line for pedestrians due to the small settlement to the north of the A27 on Church Lane and because of access which would be provided to a number of PRoW footpaths.
- 8.2.4. Church Lane leads onto a road called Titch Hill which provides a surfaced single carriageway link between Proposed Crossing Area 1 and Steyning. It links into 11 different PRoW, including the South Downs Way. It should be noted that the gradient is relatively hilly, although this appeared to be one of the factors that attracts cyclists alongside the relatively low traffic volumes.
- 8.2.5. It should be noted that Church Lane is located almost in the middle of the study area; approximately 900m east of the junction with Lyons Way / Upper Brighton Road and approximately 1km to the west of the junction with Halewick Lane / Busticle Lane. Therefore this location could prove to be a useful compromise for siting a crossing facility, so long as suitable feeder facilities are provided where appropriate.
- 8.2.6. Dankton Lane feeds into Bridleway 2075 which provides a connection to Cross Dyke and Steep Down hilltop. Additionally in conjunction with Bridleway 3094 and Restricted Byway 2059, it forms part of a circular route through Lancing Ring Nature Reserve.
- 8.2.7. Lambleys Lane links into Bridleway 2076 which offers several connections to other bridleways within the wider network. Key destinations that are served include:
- Cissbury Ring via bridleways 2077 and 3132;
 - Steyning via bridleways 2078, 3182, 2287 and 2289;
 - Findon via bridleways 2077, 3132 and 3131;
 - Monarch's Way; and
 - The South Downs Way.

- 8.2.8. Evidently the area to the north of Proposed Crossing Area 1 offers a multitude of different routes and PRowWs for NMUs. Within a 5km extent there are over 30 different PRowWs.
- 8.2.9. Note that none of the respondents indicated a desire to cross at Footpath 2073 or Footpath 2071. With the former this may be due to the proximity to the junction with Church Lane and hence either respondents have grouped the two together or prefer crossing at the junction with Church Lane. Conversely with the latter, Footpath 2071 is only provided with a gap in the central reservation approximately 30 metres to the east and hence this may deter trips that involve crossing the A27 at this point.
- 8.2.10. Alternative proposals put forward by Sompting Estate do not address the severance issue caused by the A27 towards equestrians but could prove to be a useful short-term option for equestrians whilst proposals for a new crossing facility are investigated further.
- 8.2.11. Furthermore, whilst outside the study area and scope of this study, there does appear to be opportunities to enhance provisions for NMUs along the West Street corridor. The proposed development to the south and west of Sompting could act as the catalyst for this with Policy 6 of the Adur Local Plan 2017 highlights that the Land at West Sompting allocation is expected to bring forward footpath improvements along West Street. NMU facilities along West Street are also something that is being investigated in more detail through another element of the Shoreham Area Sustainable Transport Package study.
- 8.2.12. Overall providing a new crossing facility at Proposed Crossing Area 1 would address the issue of severance between areas south of the A27 and the South Downs National Park and might accommodate cyclists, pedestrians and equestrians. However, it is likely that suitable feeder PRowWs would need to be incorporated into any crossing proposal.
- 8.2.13. Levels of demand for a new crossing facility have not been quantified, however qualitative information suggests that demand does exist and could increase if a more appropriate crossing facility was provided, and when considering the Local Plan strategic development expected to come forward in the vicinity, for example at West Sompting. However, it should be noted that this development will not create the need as this already exists and it is unlikely that the development will be required by itself to deliver A27 crossing improvements to tackle the existing issue.
- 8.2.14. It is recommended that further research is undertaken at representative times in order to capture existing levels of demand. However, it is recognised that current demand will be suppressed to a certain extent owing to the lack of suitable crossing facilities.

PROPOSED CROSSING AREA 2

- 8.2.15. Stakeholder consultation highlighted that the Sussex Pad junction was the focal point for NMU crossings in this study area and the preferred location for a new crossing.
- 8.2.16. In contrast to Proposed Crossing Area 1, there are fewer PRowWs in the immediate vicinity of Proposed Crossing Area 2. This coupled with the severance created by the Airport and the railway line to the south, appears to limit desire lines. Additionally, there was less demand identified by stakeholders for equestrians to cross in this area compared to Proposed Crossing Area 1, possibly owing to the limited number of stables in the vicinity.
- 8.2.17. Cycle groups emphasised the link that Sussex Pad provides to National Cycle Network Route 2 and Coombes Road. National Cycle Network Route 2 provides a key coastal link between Lancing, Shoreham and Brighton, whereas Coombes Road is a relatively flat single carriageway road leading

up to Steyning and offers an alternative route to the Downs Link. Given the location of the Lancing Equestrian Centre and the fact that Coombes Road provides a link to the South Downs Way plus four bridleways, Coombes Road also offers a useful route for equestrians with relatively low volumes of traffic.

- 8.2.18. Several respondents also stated that an additional crossing facility at Hoe Court would be advantageous for cyclists and pedestrians. Hoe Court links into Bridleway 2065, which connects to the Lancing Ring Nature Reserve and the wider PRow network. Given the proximity of Hoe Court to the proposed junction associated with the New Monks Farm planning application, there appears to be an opportunity to provide suitable feeder routes between the two to facilitate this desire line.
- 8.2.19. Furthermore, there does appear to be a need to consider active travel for school children. Boarders at Lancing College make use of the Sussex Pad Crossing during weekends, whilst pupils at North Lancing Primary School pass through Manor Road Roundabout. Coupled with this proposals at New Monks Farm also include the delivery of education facilities. Therefore, any new crossing facility should account for this and ensure suitable connections are in place to maximise the benefit that a new facility could provide.
- 8.2.20. The same could be said with respects to commuting, given the proximity of the Airport, the head office of Ricardo and the potential for new retail and employment premises to be delivered as part of the New Monks Farm and Shoreham Airport strategic development proposals.
- 8.2.21. It should be noted that the majority of responses in relation to this study area made some form of reference to the planning application at New Monks Farm. This proposed development could have energised additional interest than what otherwise would have been. Consequently, there is a need for levels of demand to be quantified through empirical evidence.
- 8.2.22. Overall providing an additional crossing facility at Proposed Crossing Area 2 could improve facilities for pedestrians, cyclists and equestrians, although it is noted that the strategic development site itself is already proposing an improved NMU route under the A27 and the development does not, in itself, generate the need for further crossing facilities. However, it is unclear whether further grade separated facilities would be of significant benefit to equestrians.
- 8.2.23. As for Proposed Crossing Area 1, it is recommended that further research is needed in order to ascertain the levels of demand.

8.3. NEXT STEPS AND UNDERSTANDING COSTS

- 8.3.1. After this pre-feasibility study, the next step would be to complete a full feasibility study to:
- Consider in detail the most appropriate desire line location of any new facilities;
 - Investigate whether there is a technically deliverable infrastructure solution that can be provided;
 - Understand the technical constraints (including gradient, ground conditions, drainage, land acquisition, landscape constraints),
 - Ascertain the costs and business case of such a scheme; and
 - Explore potential funding sources.
- 8.3.2. As a guide to informing the likely costs of any new grade separated NMU facilities, three examples of similar structures are shown in Table 9 below, including location, type of facility and users served, cost and delivery year. **It must be noted that these costs are only estimates, not definitive costs: one is an estimated contract value, while two are quotations from suppliers on other**

projects; each estimate is also based on a series of assumptions and exclusions; further details can be provided if requested.

Table 9 – Examples of Footbridge Cost Estimates

Location	Type of facility and users served	Estimated / Quoted Cost	Date of Delivery / Quotation
Greystone Road Footbridge Replacement, Knowsley, Merseyside: across the M62 motorway between junctions 4 and 5	Replacement of an existing pedestrian footbridge	Design, construction, installation and supervision, estimated contract value: £2.02 million	Contract completion: November 2016
Close to Essex Road, Hoddesdon: crossing a river	Steel footbridge, 8 metres length	To design the superstructure, manufacture, deliver to site, install on site onto abutments prepared by others: £16,525 + VAT	Quotation dated 5 March 2018
Across A270 Lewes Road, Brighton	Steelwork pedestrian bridge structure, staircase and lift	Total Estimated Development Cost: £3,839,000 + VAT	Quotation dated 18 September 2018

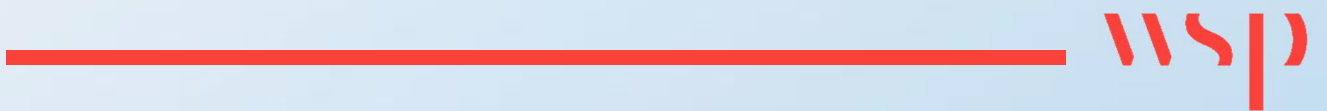
8.4. CONCLUSION

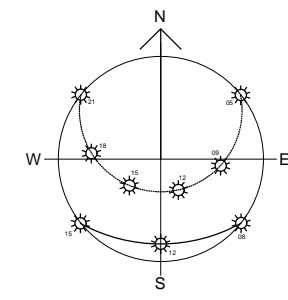
- 8.4.1. It is considered that the provision of new crossing facilities at both Proposed Crossing Area 1 and Proposed Crossing Area 2 would be beneficial in addressing severance issues created by the A27 towards NMUs. As discussed, the consultation has highlighted common themes and key issues, illustrating that it would be desirable for any new crossing facility at either location to accommodate pedestrians, cyclists and equestrians, however with a less clear demand highlighted in Proposed Crossing Area 2 for additional equestrian provision.
- 8.4.2. However, with respect to the likely demand, the specific location of these new crossing facilities and the form they should take, further investigative work is required.
- 8.4.3. At proposed Crossing Area 1, the junction with Church Lane was cited most frequently by respondents as the preferred desire line location, but equestrians highlighted Dankton Lane as their preferred location while also highlighting Lambleys Lane.
- 8.4.4. Church Lane is located almost in the middle of the study area and so could prove to be a useful compromise for siting a crossing facility, so long as suitable feeder facilities are provided where appropriate.

- 8.4.5. At Proposed Crossing Area 2 the Sussex Pad junction was viewed as the focal point for NMU crossings. However, it was recognised that the Proposed New Monks Farm development may introduce additional desire lines and that it may worth considering crossing movements near to the Manor Road Roundabout and at the junction with Hoe Court.
- 8.4.6. It is recommended that further quantitative research should be undertaken to supplement the qualitative information that has been gathered through this pre-feasibility study. This would involve the commissioning of a programme of road crossing surveys in order to gather empirical evidence of existing demand. This further research should also assess the likely scale of suppressed demand due to the existing quality of crossing points, and the potential additional demand from new development to aid in assessing the viability of providing new crossing facilities and ensure that there is a strong business case for such schemes.
- 8.4.7. In order to ensure a representative snapshot of the current demand by NMUs to cross the A27 is captured, road crossing surveys should be undertaken:
- During a neutral weekday to capture both commuting based trips and any inter-peak leisure trips;
 - During school term time to assess school based trips in relation to Sompting Abotts Preparatory School, Lancing College, and other educational facilities in North Lancing (weekday and weekend in the case of school boarding pupils);
 - During a weekend to fully account for leisure usage by NMUs; and
 - During the summer and on a day when weather conditions are conducive for NMU trips.
- 8.4.8. With respect to Proposed Crossing Area 1, it is recommended that road crossing surveys are commissioned at seven locations along the A27. This would ensure that all accesses linking into the wider PRow network are covered. The seven locations are as follows:
- The junction with Lyons Way and Upper Brighton Road;
 - The junction with Lambleys Lane;
 - The point where Footpath 2073 crosses;
 - The junction with Church Lane;
 - The point where Footpath 2071 crosses;
 - The junction with Dankton Lane; and
 - The junction with Halewick Lane and Busticle Lane
- 8.4.9. In relation to Proposed Crossing Area 2, additional surveys should be undertaken on the 2049 footpath as well as a more comprehensive set of surveys at the Sussex pad junction to address local concerns about the coverage of the surveys undertaken in recent years at the Sussex Pad Junction.

Appendix A

NEW MONKS FARM MASTERPLAN





Rev	Date	Revision Details	Dr	Ch
T	23.05.17	Updates to red line, traveller site, IKEA, Landscaping and drainage	OC	SM



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Client's Name
New Monks Farm Development Ltd

Job Title
New Monks Farm, Lancing

Drawing Title
Master Plan

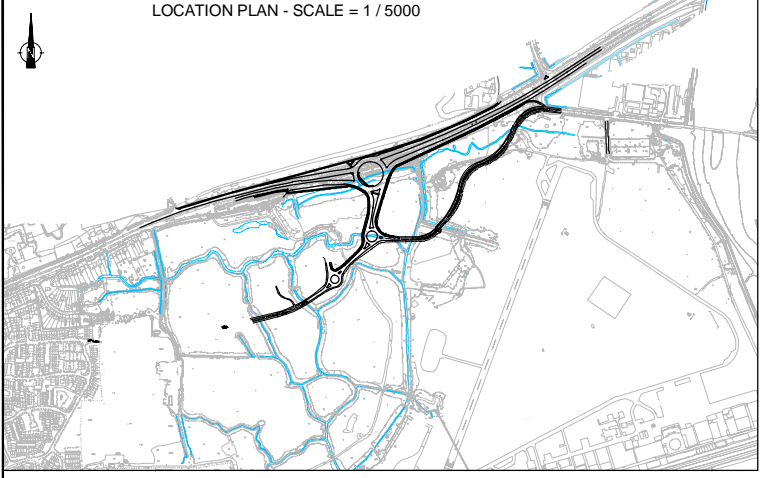
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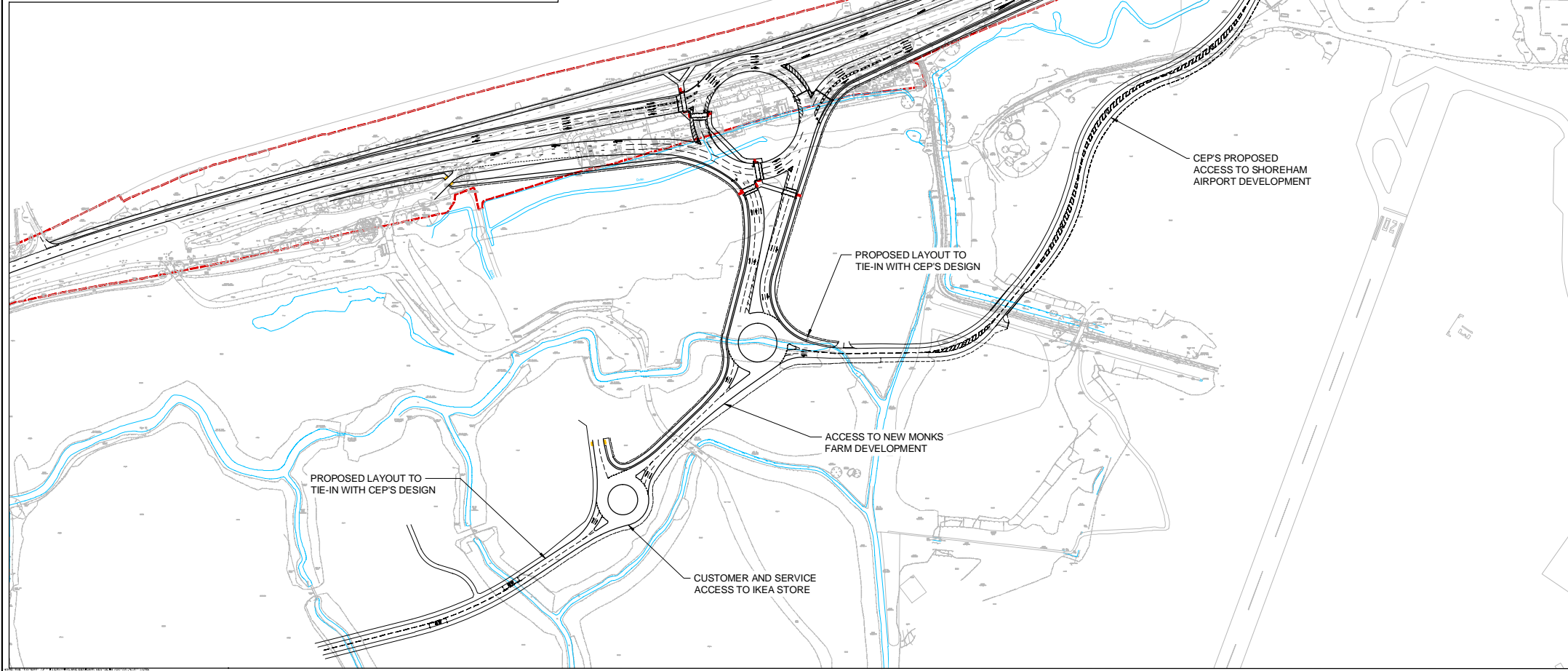
Drawn	Checked	Date
SM	AC	09.05.16

Job No	Drawing No	Rev
6143	L(00) 011	T

Status
APPROVAL




Agenda Item 7

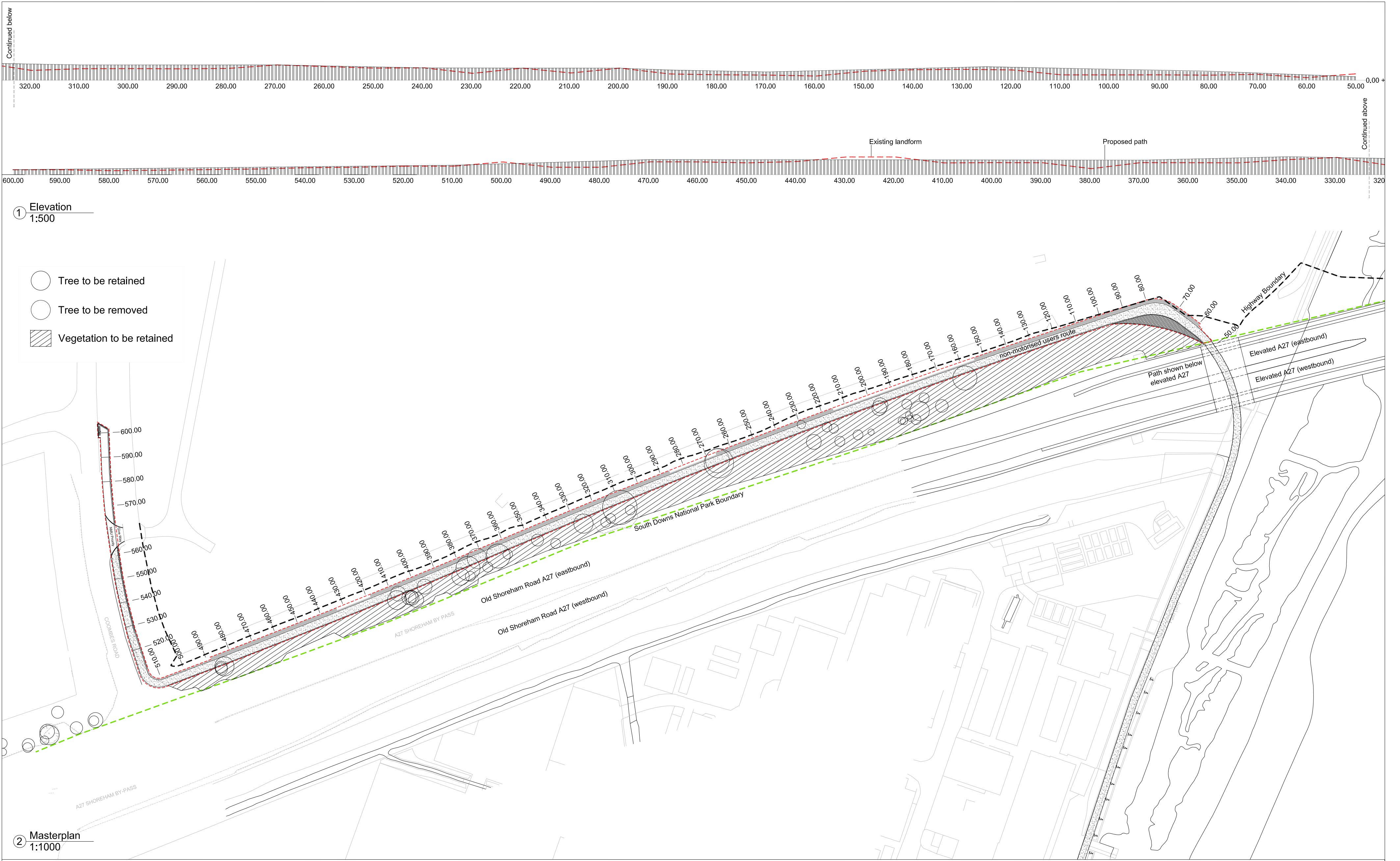


NO	DETAILS	ISSUED	DATE	BY	DETAILS	ISSUED	DATE	BY	NOTES
1	Proposed A27 Old Shoreham Road Improvements								

KEY
--- HIGHWAY BOUNDARY

DRAFT

PROJECT New Monks Farm, Lancing		CLIENT New Monks Farm Development	
PROPOSED A27 Old Shoreham Road Improvements Development Access / Sussex Pad Works		 Vectos CONSULTANTS	
DATE 04	DESIGNED GJ	SCALE 1:1000 at A0	PROJECT NO. VN40408/PL-015 A



NOTES:

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0m 10m 20m 30m 40m 50m 100m

north

REVISIONS	
00	08/01/2018 Issued for planning
01	04.05.2018 NMU Priority over field access included

DATE	08/01/2018	DRAWN BY	JB	CHECKED BY	DC
DRAWING STATUS	PLANNING	SCALE	As Shown		
PROJECT	River Adur to Coombes Road NMU Link				
DRAWING TITLE	Masterplan and Elevation				
DRAWING NUMBER	HEd-1172-LA-601	REVISION	01		

H E D Hyland Edgar Driver
Landscape Architects & Urban Designers
 London & Winchester

Appendix B



STAKEHOLDERS CONTACTED



STAKEHOLDERS CONTACTED AS PART OF CONSULTATION

Stakeholder
Adur and Worthing Councils, Executive Member for Regeneration
Adur and Worthing Councils, Head of Place and Economy
Adur and Worthing Councils, Head of Planning and Development
Adur and Worthing Councils, Planning Policy Manager
Adur and Worthing Councils, Strategic Sustainability Manager
Adur and Worthing Councils, Visitor Experience and Marketing Officer
Adur Residents Environmental Action
Angmering Cycling Club
Arun - Adur Ramblers
Bicycles (Brighton and Hove Cycling Campaign)
Brighton and Hove Albion Football Club, Agent Representative
Brighton and Hove City Council, Head of Transport Strategy and Projects
Brighton and Hove City Council, Principal Transport Planner - Policy & Strategy
Brighton and Hove Clarion Cycling Club
Brighton and Hove Ramblers
Brighton City Airport
Brighton Excelsior Cycling Club
Brighton NoVelo Cycling Club
Coastal West Sussex Partnership
CTC (Cyclists' Touring Club)
Highways England
Lancing College, Bursar
Lancing Parish Council
Ouse and Adur Rivers Trust, Project Officer (MORPH)
Ricardo Shoreham Technical Centre (Head Office)
Sompting A27 Rural Group (SARG)
Sompting Abbots Preparatory School
Sompting Big Local
Sompting Estate, Managing Trustee
Sompting Parish Council
South Downs National Park Authority, Cycling Project Officer
Sussex Police, Neighbourhood Policing Team
Sustainable Sussex
Sustrans

The British Horse Society
West Sussex County Council, Area Highways Manager – Adur and Worthing
West Sussex County Council, Growth Programme Delivery Manager - Adur, Worthing and Arun,
West Sussex County Council, Member for Shoreham North
West Sussex County Council, Member for Shoreham South
West Sussex County Council, Member for Southwick and Adur County Local Committee Chair
West Sussex County Council, Member for Lancing
West Sussex County Council, Member for Sompting and North Lancing
West Sussex County Council, Principal Community Officer - Adur and Worthing
West Sussex County Council, Principle Rights of Way Officer
West Sussex Cycle Forum
West Sussex Local Access Forum
Worthing Cycle Forum
Worthing Excelsior Cycling Club

Appendix C



CONSULTATION RESPONSES

Cycling Project Officer,
South Downs National Park Authority, Response

Hi [REDACTED]

Thank you for the consultation, we shall let the different user groups with local expertise advise on specific issues / improvements etc.

In case you haven't, I advise that you also reach out to Highways England and project consultants AOne-Plus and CH2M who have undertaken a similar consultation over the past 6-9 months for a wider geographical spread of the A27 as part of the Designated Funds research. I believe the two sections of your study may have been excluded as they were being investigated / pursued by HE Major Projects (who may also be worth pursuing?), but they may well have gathered some information from the various user groups. However it seems wise to share and use the available audit info gathered via public funds.

[REDACTED]

Regards

[REDACTED]

[REDACTED]

Cycling Project Officer
South Downs National Park Authority

Tel: [REDACTED]

Switch: [REDACTED]

[REDACTED]

County Councillor Response

Dear [REDACTED]

Just to set the scene, I have lived and worked in the Adur District since 1971, policed it as a serving police officer for seven years, served as a District Councillor for 12 years and as a County Councillor for two terms of four years. I know the locations extremely well, and for many years, my ward straddled the A27 at this point.

Can I say from the outset that the only permanent solution to the problems of this road would be a by-pass, but we all know how difficult that would be and it is unlikely that will ever occur.

Therefore we are considering current crossing points and possible alterations to assist traffic flow and pedestrian access across to the downs and Northern housing areas.

Pedestrian crossing points

Currently there is a controlled pedestrian crossing at Lancing Manor at road level and a pedestrian bridge at Upper Boundstone Lane. Both of these are essential crossing points. There are also traffic lights at Shoreham Airport/Coombes Road and Busticle Lane, but pedestrian access at these points is difficult due to traffic volumes. As there are plans for a new primary school on Monks Farm, this would also take children from North Lancing so an augmented crossing would then be needed due to increased use. This could require a crossing each side of the Manor Roundabout (depending on road developments at that point, with associated changes in Grinstead Lane to give access to the new school site.

Proposed additional crossings

There is clearly a need for a pedestrian crossing adjacent to Lancing College, possibly an underpass, to the Old Toll Bridge, which gives access to the town. This could also double to give access to the Downland paths at the riverside which currently run under the flyover.

A similar arrangement would be good for the area of Sompting North of Busticle Lane, which is a dormitory area for many residents, some of whom cross the road to take their children to Sompting Village Primary School.

Additional crossings

Sompting Old Village is a conservation area, and a place where horses are habitually ridden. Crossing the A27 at this point is difficult and currently there are no arrangements to give access for horses and riders to the Downs. This is at Church Lane/A27 Sompting, and something here would assist local people.

Other comments

Duelling the A27 throughout might help, as it will have to carry even more traffic due to proposed developments, and a series of underpasses or overpasses would assist even further. The traffic lights at Grove Lodge complicate matters, and when they are out of order, traffic runs much more smoothly at many times of day, so timed lights might assist.

Finally, to have traffic lights such as those at Shoreham Airport/A27 in a 70 mph restricted area is a nonsense. There should in my view be a reducing speed limit on the approach to deal with excess speed, and the same issue would be there even if they are replaced with a roundabout as proposed. I have dealt with accidents there in the dark and raining, while dodging 70 mph speeding vehicles, so fully understand the difficulties.

Hope these comments help

Regards

Councillor [REDACTED]
County Councillor for Southwick Division and
Executive Member at Adur District Council for Health and Well-Being

The British Horse Society (BHS)

Response to WSP A27 NMU Crossing Consultation

Background

The A27 is a barrier to access between the Coastal Plain (CP) and the South Downs National Park (SDNP) for non-motorised users (NMUs) and especially equestrians. Improvements to crossing points, ideally by the provision of a safe grade-separated, or Pegasus crossing for walkers, cyclists, and equestrians at the two locations being looked at in this Study, has been sought for over 25 years to my knowledge. Having to cross a busy dual-carriageway at grade, or travel alongside it for a significant period, is not an enjoyable or healthy experience for any NMU, and for an equestrian is very risky.

The SDNPA, HE, WSCC, and Adur DC are all aware of the fact, highlighted in the present Rights of Way Improvement Plan, that there are very few multi-use off-road routes (bridleways) on the CP. All NMUs living there, and seeking leisure and recreational routes in the countryside, need to access the safe network within the National Park to the north by crossing over the A27.

The lack of bridleways means that equestrians on the CP have historically always used the road network, but the additional amount of development now taking place is bringing an increasing volume of traffic on to these roads, and making them unsafe for riders to use. Beach riding is only available during certain times and months of the year.

The majority of riders have no access to horse transportation, so are limited to riding locally. In the county as a whole, the number of those able to box and travel with their horses is greatest in the CP, which reflects the poor provision of bridleways in the area, and the fact that getting to the riding network on the Downs is extremely hazardous without transport.

Horses are exercised daily for health and fitness, and a recreational ride of an hour would easily cover 5 to 7 miles (8-13.2km), and rides of 10 to 12 miles (16-19.2km) are made on many occasions. Riders endeavour to use traffic-free or quiet routes to ensure their safety, with circular routes being preferred.

Manor Road roundabout (North Lancing) and Downs Link underpass (Shoreham)

I am aware from discussions with local riders that in the past they would cross the A27 at grade from/to Old Shoreham Road/Coombes Lane, by making use of the wide central reservation and existing signalised junction. However, the increasing level of traffic on the A27 has acted as a deterrent to riders use of this popular and direct desire line. Waiting in the middle of a very busy dual carriageway is likely to be noisy, scary, alarming and dangerous for both horses and their riders, and for the safety of their mounts riders will avoid such situations.

Crossing the A27 at the junction of Old Shoreham Road and Coombes Road, enables riders to continue east along Old Shoreham Road to access Shoreham Toll Bridge (BW 2048/1) and the Downs Link (a very popular promoted bridleway all the way from Shoreham to Guildford), or going west they are able to enter the South Downs National Park (SDNP) on BW 2065, or use Coombes Road to reach BWs to the north.

A recent count of livery yards and horses within a five mile radius of this A27 crossing point identified 13 yards and approx. 120 horses (including those at the new Equestrian Centre at Lancing College), who would benefit from any improvement here, and would be able to complete a variety of safe circular routes involving the South Downs Way and the bridge over the river Adur at Botolphs.

The current proposal, associated with the New Monks Farm development, to remove the signals and close the junction, will sever the direct desire line completely for all vulnerable road users. Two suggested alternatives have been proposed (in order to comply with the Adur Local Plan), the first will involve walkers and cyclists in a significant detour west alongside the A27, and provides nothing for equestrians. The second involves all NMUs in a detour going north alongside the Adur, passing under the A27 (where there are height issues for equestrians) then going west to re-join Coombes Road.

Conclusion

The Old Shoreham Road/Coombes Lane crossing is a direct desire line for all NMUs wishing to access the countryside in the National Park for leisure and recreation. A grade-separation that meets the needs of everyone and enhances everyday experiences for those seeking quiet informal recreation will bring benefits for health, well-being, tourism and the economy. It is vital that NMU access to the National Park is both safe and enjoyable to use.

West Sompting between Lyons Farm(East Worthing) and Busticle Lane

There are four roads/lanes that cross the A27 in this area that have been used in the past by NMUs. Lambleys Lane / Church Lane/ Dankton Lane / Busticle Lane.

Busticle Lane – for equestrians this signalised junction is extremely busy (it is the main feeder junction to the A259 and industrial estates), so traffic is very heavy and not at all suited to horses either waiting at the traffic lights, or holding up traffic whilst crossing, and there have been incidents involving horses kicking cars here when drivers have got impatient and hooted. The road changes into Halewick Lane to the north and at the top is a now closed County Council waste transfer station, there is no equestrian access from her onto the Downs. Dangerous as this crossing is, I have been advised it is still sometimes used by riders, who have no alternative.

Church Lane - this crossing has been blocked off by central reservation barriers. There is a narrow gap which is unsuitable, and would be very dangerous, for equestrians to use. Church Lane itself is a narrow road with high walls and blind bends, and you have to ride a very long way to access a bridleway (BW 3162), so this crossing point would not be ideal for equestrians.

Dankton Lane - for equestrians this is the best crossing location by far. It has direct lane/bridleway (BW 2075) access onto the Downs, vehicles are very few as it is only access to a water station and farm areas, it is close to a 40mph limit to the east, and has good visibility. It was well used by equestrians, but in the early 2000s the gap in the central reservation was closed by the Highways Agency (now Highways England). Since then riders have had to use Lambley's Lane, which is not a safe A27 crossing point.

Lambley's Lane –using this crossing requires waiting for a gap in the traffic, or traffic to back up from the traffic lights to the west. It is not unusual for someone to dismount and stop the traffic to let others cross, and I was informed in 2006, that it was not unusual for up to 20 to 30 riders to go back and forth daily at weekends. HA's agents, Atkins, met with local riders and agreed to phase

Agenda Item 7

the traffic lights to allow a comfortable margin for horses crossing, a highly dangerous and undesirable situation for all concerned in my opinion.

Subsequent to this, new agents InterRoute claimed to have no idea horses used the crossing, and the Lane south of the A27 was permanently closed. It was only after intervention locally, that access to the crossing for equestrians was restored through the provision of a 1.5m gap in a hedge (which has not been maintained and is now difficult to use).

In Feb 2007 InterRoute conducted a feasibility study into an equestrian crossing in the area. In Aug 2007, HA's new agents Balfour Beatty Mott MacDonald (BBMM) advised there was not a strong enough case for a crossing at this location. In a subsequent email, I discovered this decision was due to budget restrictions. I have a copy of the study, which recommends an NMU bridge close to Dankton Lane.

The gap at Lambley's Lane was originally left for farm vehicles to cross and turn, whilst at the same time offering an informal NMU crossing point for BW 2076 to the north. However, over time there were a few accidents and complaints relating to drivers U turning at this point if they met a queue of traffic to the lights. In Aug 2010, BBMM completed a Gap Closure Stage 2 Road Safety Audit, and in Jan 2011 completed a Gap Closure Stage 3 Road Safety Audit. Nowhere in the audits does it mention this is an equestrian crossing point (most likely because HA viewed it as "informal"). In Aug 2010 a consultation took place, which did not include the BHS, although HA were advised by locals at the time that equestrians used the crossing. In view of this, instead of closing the gap HA decided to install 2 rows of offset bollards at 1m gaps, with a wider 1.4m gap on the western side to allow horses to cross.

No expert advice was sought when deciding on the layout or gap width, and this arrangement proved to be difficult and dangerous for riders to use, especially if crossing in a group. Since Jan 2011, BHS has been trying (with sympathy from Peter Phillips (HE), but no action) to improve the situation for riders by requesting a different arrangement for the bollards, so that two horses can stand side by side.

The problem appears to be that HE consider this an "informal" equestrian crossing point, and does not wish to take responsibility for the safety of users. However, due to the lack of a safer crossing in the area, some equestrians are continuing to risk using it despite the dangers, especially as the traffic lights at Lyons Farm reduce traffic speed.

At the time of the InterRoute feasibility study, a count of the yards and horses south of the A27 provided numbers of 11 yards and approx. 80 horses. I am aware that 1 yard has now closed down, so the horse numbers are approx. 70, but if a safe crossing were provided it is likely these numbers would rise again.

Conclusion

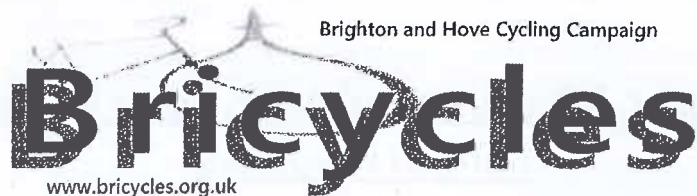
My understanding is that the preferred option locally would be that recommended in InterRoute's feasibility study in 2007, an NMU bridge close to Dankton Lane from where there is good access on to the Downs. Equestrians (and probably walkers) crossing the road are looking to access off-road routes as soon as possible, although some cyclists may prefer to stay on a tarmac surface.


If a crossing was located slightly to the west of the Lane, walkers and cyclists who would prefer to use Church Lane, which has a tarmac surface up on to the Downs, could reach it by using the shared use path alongside the A27, which unless it could be widened and screened from the road would be unsuitable for equestrians. Linking all the access points with a shared use path on the north side suitable for all NMUs, would be ideal, but would undoubtedly require land acquisition.

The southern part of Dankton Lane is quiet and suitable for use by all NMUs, and this leads to West Street a road already used by equestrians. However, recently I have been made aware of two issues here, firstly, cars wanting to use the West Street rat run have a tendency to come of the westbound A27 carriageway and being a tight turn can end up on the wrong side of the road. Secondly, I understand that housing development is planned in this area, although I'm not exactly sure where. If this is correct of course, it may bring an opportunity for an S106 or CIL developer contribution to NMU A27 crossing improvements.

Whatever improvement is provided must be for the benefit of all local NMUs, walkers, cyclists and equestrians, in order to ensure best value for money. Everyone has waited for so many years, that any improvement is likely to be welcome. A safe crossing of the A27 in this area could also be used by equestrians (or any other NMU) wishing to go south from the SDNP to the beach.

May 2018



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6 May 2018

By email to:



RE: West Sussex County Council A27 NMU Crossing Consultation

Dear 

Thank you for your email and the opportunity to respond to this consultation. I have received some input from Bricycles members and have elaborated on my previous brief response in the text below.

Thank you for explaining that the short deadline for responses has been set by West Sussex County Council according to their programme of work.

The scope and timing of this consultation is complicated by the fact that we are in the middle of a dispute about the proposed closure of the direct A27 Sussex Pad crossing for NMUs. Only substandard replacements are being put forward by the developers. We cannot stress enough that the Sussex Pad crossing is indispensable for us to be able to continue to ride from Brighton to Coombes, Botolphs, Annington, Steyning, Bramber and beyond. I will separately attach our letters of objection to the closure.

The A27 Sussex Pad crossing to/from Coombes Road is used frequently by many cycling clubs, charity events and individuals. (Photo right shows one of many Brighton and Hove Cycling UK's rides stopping in Truffles at Steyning after using the crossing.) Clarion Cycling Club and Brighton Mitre Cycling Club also use the Sussex Pad crossing:

www.brightonmitre.co.uk/routes/bm11-pease-pottage-steyning/



Cyclists cross fast traffic lanes unaided at Church Lane, Sompting (see photo right). This is due to severance caused by the earlier upgrade of the A27 without installation of a proper crossing. I've crossed at this point many times myself, as do many other individuals and groups of cyclists. Passage is limited by the small central waiting area and the need to wait for gaps in the traffic. There needs to be a toucan crossing here so that NMUs can cross with greater assurance.



I am informed that Church Lane is about 950m from the traffic signals at Busticle Lane and 1km from those at Lyons Farm i.e. almost midway. Traffic from these crossings

would arrive at and clear Church Lane almost simultaneously from both directions if the signals were synchronised. It should therefore be possible to install a signalised crossing for NMU at Church Lane timed to avoid any delay to through traffic on the main road more than what is already imposed by the existing signals to east and west. A signalised crossing could be operated 'on demand' and could be attractive to equestrians as well as cyclists and pedestrians. Another improvement would be to enlarge the central area.

The Church Lane crossing is important for cycling because it enables people riding from Steyning over the steep but popular Bostal Road to get south again (and vice versa). See a route at: <http://www.brightonmitre.co.uk/routes/bm7-51m-ashhurst-shingley-bostal-shoreham/>. See more routes at: <http://www.brightonmitre.co.uk/routes/>.

Adjoining Church Lane on the southern side of the A27 in Sompting is West Street, a narrow east-west road where motor vehicles are driven too fast and infrastructure for pedestrians and cyclists is very poor indeed. Cyclists crossing the A27 will want to use this road safely. It needs improvement.



The Lyons Farm / Lyons Way crossing is dominated by motor vehicles. It is congested, unhealthy and dismal to anyone on foot or on a bike. We would like to see cyclists and pedestrians provided with direct crossings at points such as these which do not involve lengthy delays and detours.

Lyons Farm is a good point from which to ride to Chanctonbury Ring to the north, an attractive hilltop (see left). This uses part of the South Downs Way and would be a good ride (partly off road) for people from Worthing and Goring if the A27 were easily crossed.

People using the cycle track on the southern side of the A27 cannot legally cross towards Hoe Court because the road crossing is only for eastbound vehicles taking a southbound right turn. However, some riders might do this to avoid a long detour to the Leisure Centre crossing and riding in fast eastbound traffic. The speed limit is 40 mph at this point but this is commonly exceeded. Enforcement and/or infrastructure measures are necessary. Sadly, an employee of Lancing College was hit by a car and killed here in February 2017 as he walked to work: <http://www.bbc.co.uk/news/uk-england-sussex-38929729>

A refuge could be created in the central reservation at this point near Hoe Court, so that pedestrians and cyclists could cross half way before tackling the remaining carriageway.



As cyclists approach the Manor Road roundabout from the east, they are instructed to rejoin the carriageway (see photo left). This is an unrealistic demand because there is a lot of heavy traffic here and it is a daunting junction.

There is a toucan crossing east of that point but ongoing cycling facilities are only westbound on the northern side of the A27 and then appear to peter out. Access to Lancing Leisure Centre could be made clearer and more cycle friendly. This would reduce unnecessary car journeys.

The Downs Link path on the east side of the Adur is a valuable leisure route. Part of it has recently received a welcome upgrade but it can still be muddy due to the unsealed surface which is much less suitable for road bikes. It is also narrow and crowded at times.

Many organised rides need to use routes that can be swept by motor vehicles and so prefer to use the A27 Sussex Pad / Coombes Road crossing. The 'Save the Tollbridge' rides from 2001-2008, the Brighton to Brighton route of the Capital to Coast ride and most recently the Brighton Mayor's ride in 2017 organised by Cycling Support Services Ltd. all used this crossing.



Other well-received improvements have been made with the Downs Link alternative A283 crossing route, but it is disappointing that the potential for a fuller cycle network is being prevented by landowner restrictions along the west bank of the Adur from Bramber to Coombes where there are "No cycling" and "No horse riding" signs (see photo left).

We look forward to greater accessibility around and across the A27 using bridges and underpasses where crossings at grade are ruled out.

The A27 along its whole length is an enormous barrier for walking, cycling, horse riding and other NMU modes. This greatly limits access to the South

Downs National Park and villages/towns on either side of the road.

Traffic speed reduction and traffic reduction with improvements in air quality would also be most welcome.

Cyclists help to support the rural and urban economy with their many visits to cafés and pubs.


Where improvements are made for walking and cycling, the infrastructure needs to be of the highest quality with regard to width and surface etc. and follow Interim Advice Note 195/16 Cycle Traffic and the Strategic Road Network. See: <http://www.standardsforhighways.co.uk/ha/standards/jans/pdfs/jan195.pdf>

Yours sincerely,



Campaigns Officer & News Editor, Bricycles, the Brighton and Hove Cycling Campaign
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Cycling UK campaigner, Brighton and Hove www.cyclinguk.org/



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BY EMAIL TO



29 September 2017

New Monks Farm planning application AWDM/0961/17

Dear 

I am responding to this consultation on behalf of Bricycles, the Brighton and Hove Cycling Campaign and as a Cycling UK campaigner.

The arrangements for non-motorised users in this application are inadequate. Their needs have not been properly analysed or met, and the proposal lacks ambition in terms of sustainable transport provision.

1. We object to the closure of the existing crossing from the Old Shoreham Road to Coombes Road at the Sussex Pad junction for cyclists, pedestrians and other non-car users without an adequate replacement crossing.
2. We object to the lengthy, inadequate and hazardous proposed replacement for the existing crossing. The proposed replacement crossing is totally unacceptable; It introduces a detour of at least 1km to the new roundabouts and a 4-stage crossing of the A27 with multiple traffic lights, whereas cyclists now only have to wait for one light to change before they cross in one go.
3. If the existing crossing is removed, it must be replaced by a bridge or underpass which gives safe, direct access across the A27 from the Old Shoreham Road to Coombes Road for all non-motorised road-users. It must be usable in all weathers and at all times of day i.e. well lit, not vulnerable to flooding and with a tarmac surface, not gravel.
4. The proposed replacement crossing does not fulfil high quality standards in walking and cycling. Reference: Highways England's Interim Advice Note 195/16.
5. Horse riders need to be better accommodated in any proposed new crossing.
6. The Transport Assessment on Page 38, Paragraph 4.3.19 is wrong to claim that there are "...very low cycle demands for crossing the A27 within the carriageway and using existing pedestrian crossing during the various peak hours, and on a daily basis."
This crossing is well used and invaluable for cyclists, cycling groups and cycling events that often use this crossing in large numbers throughout the year.
7. The developer **must finance a bridge or underpass for non-motorised users.** This is essential to avoid more deaths as people on foot or bike try to cross the A27 directly i.e. without using absurdly long diversions. There was a death very close to this location on the A27 in February 2017:

[http://www.theargus.co.uk/news/15085228.Tributes paid to man who died after collision on A27 at Lancing/](http://www.theargus.co.uk/news/15085228.Tributes+paid+to+man+who+died+after+collision+on+A27+at+Lancing/)

In the last few years there have been two pedestrian deaths I am personally aware of just in the short stretch of the A27 between Falmer and Lewes. There are similar deaths along the length of the A27, both east and west and on other upgraded roads where people still need to cross the road.

Agenda Item 7

8. Sustainable transport needs to be much more clearly prioritised in this scheme in line with Government and West Sussex County Council sustainable transport policy. The "Technical Note: A27 Access Strategy" section of the Transport Assessment should include proposals for high quality walking and cycling facilities. Reference: Highway England's Interim Advice Note 195/16.
9. This proposal will encourage car use. The housing development includes a car parking space for each dwelling (i.e. possibly 600 cars). The proposed IKEA car park would have 1000 spaces, but the A27 is already at capacity and alternatives to car travel should be more strongly encouraged and invested in.
10. The proposal needs to provide more safe, direct and attractive walking and cycling routes and links so that people, including those with disabilities can have easy access to all destinations e.g. shops, schools, health centres, railway stations etc. and that cycling/walking can reach its full potential and deliver all the accompanying public health and environmental benefits.
11. The A27 will become more congested and air quality will deteriorate further if the proposal is approved.
12. Better access for buses to the proposed Ikea store and better planning for bus services along the A27 e.g. to Lancing College need to be included.
13. Issues of flooding will be problematic for the proposed development. Flooding must be resolved for any facilities designed for cycling /non-motorised users.
14. The 400 documents associated with this application form a baffling barrier for most people. The key points for cycling (or for anything) are difficult to discern with information embedded in several documents, many of which are slow to download and cumbersome to view on a smartphone or even a PC.
15. Many people in our cycling club could not see how to make their comments on the Adur and Worthing Council website by smartphone. Please could you check that response by smartphone is possible / made clearer?
16. We found two **completely different** drawings in the proposal for non-motorised users at the Sussex Pad junction and the junctions of Old Shoreham Road and Coombes Road with the A27. These are:
 1. VN40408/PL-008 Revision C which shows an at-grade staggered Toucan crossing facility linking Old Shoreham Road with Coombes Road.
 2. VN40408/PL-015 Revision A (attached) on page 136 of the Transport Assessment which clearly shows a central reservation. There is an accompanying description on page 52:

*"8.6 A27/Old Shoreham Road/Coombes Road Junction
8.6.1 A major benefit of the proposed access strategy is the complete removal of the Old Shoreham Road arm and rationalisation of turning movements into and out of Coombes Road, effectively removing a number of signal stop lines and right turning conflicts from the A27. This is achievable through the creation of a left in/left out arrangement for Coombes Road and associated closure of the central reservation on the A27 at this point."*

This proved to be confusing for Highways England who wrote to me saying that the **first** drawing (VN40408/PL-008 Rev C) was the proposal for the Sussex Pad junction. How much more confusing for the ordinary consultee!

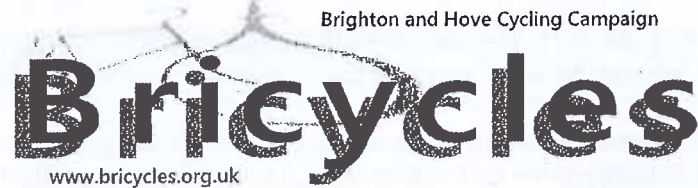
I understand that you will continue to accept comments until this application goes to committee. I will send a follow up response if this seems necessary.


Thank you very much for the opportunity to put our views. We would like to be informed of any updates on these proposals and involved in any further consultations.

Yours sincerely,



Campaigns Officer & News Editor, Bricycles, the Brighton and Hove Cycling Campaign
www.bricycles.org.uk www.facebook.com/Bricycles and twitter.com/Bricycles
Cycling UK campaigner, Brighton and Hove www.cyclinguk.org/

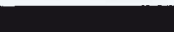


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BY EMAIL TO

South Downs National Park Authority, 
Case Officer, 

5 March 2018

Copied to 

Planning application SDNP/18/00434/FUL

Land Along The Northern A27 Boundary Between Coombes Road and The River Adur Lancing (West Sussex).

Provision of a footpath/bridleway between Footpath 2049 and Coombes Road running parallel alongside the A27 northern boundary with associated hard/soft landscaping and retaining structures.

Dear SDNPA and 

I am responding on behalf of Bricycles, the Brighton and Hove Cycling Campaign. We frequently cycle across the A27/Sussex Pad junction and have done for many years as individuals, in groups and on events. It is a popular and well-used route by many cyclists.

We are currently engaged with Adur and Worthing Councils' consultation on the major planning application for New Monks Farm AWDM/0961/17. We have objected to the proposed closure of the existing road crossing from the Old Shoreham Road to Coombes Road at the Sussex Pad junction for cyclists, pedestrians and other non-car users without a direct replacement crossing.

The proposed "River Adur to Coombes Road NMU Link" from the old Toll Bridge along the riverbank, under the flyover and along the northern side of the A27 to Coombes Road is not as direct as our accustomed crossing but it would be a useful addition to the Rights of Way network and welcomed by many cyclists.

We would like to see a high standard of provision for the proposed footpath/bridleway. The proposed width on the northern side of the A27 is 3 metres with a 250 cm clear verge for a 2-way route for walkers, cyclists (some of whom will be in groups of 15 or more) and equestrians. Whilst probably complying with minimum standards, this is a narrow path. Guidance from Sustrans (Technical Information Note 28, "Horses on the National Cycle Network") and the British Horse Society are for widths of 5 metres. Sustrans' Information Sheet FF27 "Ways Through the Countryside" states that 3m minimum width should be provided on a shared cycle track/footpath and bridle path with a preferred clearance of 1m on either side of the path. Sustrans' Greenway Design Guide recommends a separate way for horses alongside a surfaced path for walkers and cyclists.

The section of path along the northern side of the A27 would be next to fast moving traffic and oncoming headlights. We would like to see substantial crash barriers there to protect path users from motorised vehicles.

This SDNPA planning application does not provide a complete footpath/bridleway route from the Coombes Road to the Old Shoreham Road. What's missing are detailed plans for the section on the west bank of the Adur, currently a footpath, which falls outside the SDNPA area. We therefore have a number of unanswered questions about design standards in this omitted section which would affect the acceptability of the whole route i.e. width, gradient,

Agenda Item 7

surface, will a wall or fence be built next to the river? Will the footpath status be changed to bridleway and how soon? Will the whole route definitely be completed prior to the proposed closure of the Sussex Pad junction?

The Environment Agency has confirmed that they have no plans to put tidal walls/flood protection along the Adur's western bank north of the Toll Bridge so the path will remain vulnerable to flooding. Flood risk assessments have been cited as reassurance by others, but it seems to us that these are not taking into account the effect of the Adur Tidal Walls still being built south of the Toll Bridge, which will increase the flood risk in those areas not included.

We refer to Interim Advice Note 195/16 which lays out standards of provision for Cycle Traffic and the Strategic Road Network <http://www.standardsforhighways.co.uk/ha/standards/ians/pdfs/ian195.pdf> It states: "Directness: Cycle networks shall serve all the main destinations and shall seek to offer an advantage in terms of distance and journey time."

If direct crossings are removed in the New Monks Farm development, they must be replaced by a bridge or underpass giving safe, direct access across the A27 from the Old Shoreham Road to Coombes Road for non-motorised road-users. The crossing must be usable in all weathers and at all times of day.

If people walking and cycling reject alternative crossing provision for whatever reason, they will attempt to cross the A27 regardless of official crossing points and without waiting for traffic lights to change, thus risking injury. This risk was highlighted in one of the New Monks Farm safety audits. The A27 is a major barrier to cycling on the South Coast and a cause of poor air quality.

I note that HD 42/17 http://www.standardsforhighways.co.uk/ha/standards/dmrb/vol5/section2/HD4217_May.pdf describes a "Walking, Cycling and Horse Riding Assessment and Review" which is required from the developers. I don't believe this is available yet, though there are now over 1600 documents on the website.

We want to see the Government's ambition realised "...that cycling and walking are the natural choices for shorter journeys, or as part of a longer journey." (Department for Transport, Cycling and Walking Investment Strategy, 2017). Authorities should be planning for an increase in cycle use in tune with government guidance and WSCC sustainable transport policies, and the projected increase in population in Shoreham/Lancing. It is also relevant to note that increasing numbers of people are using electric bikes, and to plan for the increased provision they might require.

Thank you for the opportunity to respond on these plans. We may wish to add further comments as more information becomes available.

Further comments

The above comment was submitted on 16 February 2018.

Detailed plans are still not available for the remainder of the route along the River Adur, of which this application is claimed to be a part.

On behalf of Bricycles I am now lodging an objection to planning application SDNP/18/00434/FUL for the reasons stated above in my earlier comment and below.

It was disappointing to read the "SDNPA Consultation Response Land West of New Monks Farm" in the papers for your Planning Committee on 8th March where it was stated:

"Following discussion, an application has now been submitted to the SDNPA, to provide an additional NMU route from the existing public right of way along the western edge of the River Adur to connect with the wider network at Combes Road. Without prejudice, if approved, along with the revised proposals to upgrade the existing footpath to a bridleway, this would overcome the concerns raised regarding severance."

We have not seen any detailed plans (nor description of necessary ROW processes and timescale) for the part of the route outside the SDNPA boundary along the River Adur, so how will this route overcome severance for non-motorised users?

The SDNPA also does not seem to have applied any scrutiny to the standard of provision for NMUs in the current application.

The plans submitted to the SDNPA do not form part of a complete, high quality alternative route for non-motorised users.

If our accustomed direct crossing of the A27 is closed, we call for a bridge or an underpass to be built so that pedestrians, cyclists, horse & horseriders and any other NMUs can cross the A27 easily and directly.

Yours sincerely,



Campaigns Officer & News Editor, Bricycles, the Brighton and Hove Cycling Campaign
www.bricycles.org.uk www.facebook.com/Bricycles and twitter.com/Bricycles
Cycling UK campaigner, Brighton and Hove www.cyclinguk.org

Area Manager, Worthing and Adur, West Sussex County Council Response

Hi [REDACTED]

We do have a reasonably high percentage of disabled buggy users in the area, so it may be prudent to at least reference their needs and consider if this should be included within the study.

Kind regards

[REDACTED]

[REDACTED]


Area Manager – Worthing and Adur
Residents' Services – Highways and Transport
West Sussex County Council

 CALL  IM  EMAIL

Location: Southern Area Office, Clapham Depot, Clapham Common, Clapham, West Sussex, BN13 3UR

Contact: Internal: [REDACTED] External: [REDACTED] | Mobile: [REDACTED] | E-mail: [REDACTED]

Report a problem with a road or pavement or raise a highways related enquiry

 Did you know you can follow West Sussex Highways on Twitter? @WSHighways

We've launched our new website www.westsussex.gov.uk

Adur Planning Policy Manager Response

██████████
Thanks for getting in touch.

As you may be aware the Adur Local Plan was adopted in December 2017. The plan recognises the necessity of addressing NMU access across the A27, particularly to facilitate access to the South Downs National Park (SDNP) to the north. This is referred to in several policies/ locations in the plan (extracts below for information).

You will also be aware that in addition to the allocations at New Monks Farm and Shoreham Airport referred to in the policies, there is an additional residential allocation at West Sompting.

An application has been submitted at New Monks Farm which includes a proposed joint access with the Airport. I understand this now includes a proposed right of way along the river Adur to address access between the New Monks Farm and Airport allocations and the SDNP.

However ADC is keen to explore additional opportunities to facilitate access outside of the development management process. This includes consideration of a footbridge, if funding can be found. (It is not possible for this to be provided by the developers of New Monks Farm/ Shoreham Airport due to viability).

A range of issues would need to be addressed:

Location - need to consider where greatest demand would be - in the vicinity of the New Monks Farm/ Airport allocations or further east nearer to the Lancing Leisure Centre. Current demand is of course located at the existing pedestrian crossing point at Sussex Pad, but it is not clear whether this is actually where people ideally want to cross, or because it is currently the only safe option.

Similarly in Sompting, I am aware that residents/ Members have, in the past, informally suggested a footbridge or crossing be installed to re-establish the link between the village to the south and the Church to the north of the A27. Again, whether this actually reflects the current most desirable crossing point, or the most 'obvious', should be taken into account

Funding will need to be considered. Please be aware that Adur does not have CIL (although I believe the SDNPA does).

In addition it will be necessary to explore land ownership matters, and to consider whether footpaths/bridleways exist on either side, to make appropriate connections to the rights of way network.

Kind regards,
██████████

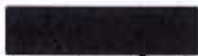
Policy extracts from Adur Local Plan 2017:

Policy 5 New Monks Farm Lancing: seeks provision of sustainable transport infrastructure including *improved public transport and cycle, pedestrian and equestrian links to Lancing, Shoreham-by-Sea and the South Downs National Park....Improved access across the A27 to the South Downs National Park for pedestrians, cyclists and equestrians must be provided.*

Policy 7: Shoreham Airport: ... *Access across the A27 to the South Downs National Park for pedestrians, cyclists and equestrians must be retained, and where possible, enhanced.*

Policy 13: Adur's Countryside and Coast... *Opportunities to provide access to the South Downs National Park will be sought through joint working with the South Downs National Park Authority and West Sussex County Council.*

Policy 28: Transport and Connectivity:... will include new and improved rights of way (suitable for a range of users, including those with mobility difficulties where appropriate) as well as *improved access across the A27.*



Adur Planning Policy Manager, Adur & Worthing Councils

Phone: [Redacted]

Email: [Redacted]

Website: [Redacted]

Address: [Redacted]



Adur Healthy Walkers Response

Hi [REDACTED]

The Adur Healthy Walkers Group only use the crossing near Lancing College and turn off for the Airport to cross the A27 and we are quite happy with this crossing.

Kind regards

[REDACTED] (Adur Healthy Walkers Secretary)

Sent from [Mail](#) for Windows 10

Adur and Worthing Team Lead and Principal Community Officer Response

Hello [REDACTED]

I'd like to put you in touch with [REDACTED] as she has recently completed a survey of Sompting residents, part of which looks at NMU crossings and trends on the Sompting stretch of the A27 from Lyons Farm to the Manor Roundabout in Lancing.

I am sure you will find this useful for your study.

I'd also like to highlight the fact that the A27 currently presents a very intimidating barrier for NMUs and there is significant severance between the communities North and South of it. NMUs, especially the more vulnerable ones, are put off attempting to cross and will often resort to using their cars instead. As such, current trends of low use should be seen as symptomatic of poor infrastructure, not of a lack of need.

Active travel to school is also worth noting, as North Lancing Primary requires many children in its catchment to cross the A27 and the Sir Robert Woodard Academy is fed by a large catchment spanning from East Worthing to Shoreham. As a County Council, we would like to encourage children, young people and their families to choose more sustainable, safe and healthy means of commuting to school and work.

Best regards,

[REDACTED]

[REDACTED] Adur & Worthing Team Lead & Principal Community Officer Partnerships & Communities Team, Communities & Public Protection Directorate West Sussex County Council Location [REDACTED] Centenary House, Durrington Lane, Worthing BN13 2QB Mobile [REDACTED] Landline: [REDACTED] ext. [REDACTED] E-mail: [REDACTED]

From: [REDACTED]
Sent: 23 April 2018 09:33
To: [REDACTED]
Subject: RE: A27 NMU Crossing Consultation

Dear [REDACTED]

Many thanks for your response and for putting me in touch with Councillor [REDACTED]

We will include your response within the appendix to the main report which will be published. We will include the organisation you are representing but will anonymise your name and remove any contact details from this. If you could let us know if this causes any problem for you and you do not wish to have your response included, that would be helpful.

Kind regards,

[REDACTED]
Graduate Transport Planner



T+ [REDACTED]

Regus House, Southampton International Business Park
George Curl Way, Southampton
SO18 2RZ

wsp.com

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Hi!

I'll make a couple of adjustments if that's OK to add clarity, so please feel free to publish the following:

Based on feedback from residents in Sompting and Lancing, A27 currently presents a very intimidating barrier for NMUs and there is significant severance between the communities North and South of it. NMUs, especially the more vulnerable users, are put off attempting to cross and will often resort to using their cars instead, if they have one. As such, current trends of low use should be seen as symptomatic of poor infrastructure, not necessarily of a lack of need.

For example, the Hillbarn Junction is often used by cyclists and walkers accessing the Downs via Halewick Lane, but no studies have been carried out to assess how many people do not access the Downs via this route due to safety concerns.

North Lancing Primary requires many children in its catchment to cross the A27 and the Sir Robert Woodard Academy is fed by a large catchment spanning from East Worthing to Shoreham. Supporting Active Travel to School is an important aspect of Walking & Cycling infrastructure improvement, due to current high numbers of children with excess weight (30% across Adur in 2016/17 in Year 6). As a County Council, we would like to encourage children, young people and their families to choose more sustainable, safe and healthy means of commuting to school and work.

Best regards,

[Redacted]

[Redacted]	Adur & Worthing Team Lead & Principal Community Officer
	Partnerships & Communities Team, Communities & Public Protection Directorate
	West Sussex County Council
Location:	[Redacted] Centenary House, Durrington Lane, Worthing BN13 2QB
Mobile:	[Redacted]
E-mail:	[Redacted]

Crossings of the A27 in the Worthing / Shoreham area - note by [REDACTED], Cycling UK volunteer
Response to WSP study / [REDACTED]

Comment

I note that WSP will be using the methodology laid out in HD 42/17. I am concerned that no account seems to be taken of IAN 195/16 - Cycle Traffic and the Strategic Road Network, which clearly lays out the **requirements** for cycle users, and thus should be incorporated in any future revisions of the network.

Non-Motorised User (NMU) Crossing Points of the A27

The following are the common NMU crossing points that I am aware of. It should be noted that the existing signal controlled crossings at Lions Farm and Busticle Lane do not connect with sealed routes north of the A27. The Manor Farm roundabout is heavily trafficked and in any case connects only to bridleways beyond Lancing Clump.

The only crossings of the A27 for cyclists which lead to other than local access are at Coombes Road, Lancing and Church Road, Sompting. This note looks at these two crossings in more detail and also considers the rather different crossing experience at Hoe Lane Lancing.

Old-Shoreham Road / Coombes Road, Lancing

An existing signalled crossing of the A27 replacing an earlier unsignalled crossing, and a much earlier junction (pre- Shoreham by-pass). It allows NMU access from south of the A27 (including NCN2 coast route via Shoreham airport or Old Toll Bridge) to a relatively quiet country lane in a valley through the South Downs.

The value of the Coombes Road crossing to NMU has been recognised for a long time and it is heavily used by cyclists in particular.

Note that although the Downslink permissive path on the east side of the Adur is a valuable leisure route, it has a variable unsealed surface which can be muddy in places, together with a poorly maintained (poor approach ramps) crossing of the Adur close to Dacre Gardens.

Church Lane, Sompting

The Sompting bypass has a gap in the central barrier between Church Lane north and south of the dual carriageway. This gap was left in the barrier in response to an objection from the then CTC 'right to ride' representative Alex Rothney to the planned closure by the highways authority (on safety grounds) of the gaps in the central reservation.

The gap is 'safe' if used with care, but very uncomfortable for use by cyclists or pedestrians. It does not appear to be useable by equestrians, nor is it wide enough to be used by tricyclists or powered wheelchair users! I have used the gap as an individual bicyclist on several occasions as it allows a rider to reach / leave the South Downs on a relatively quiet road. To use the gap it is first necessary to wait for traffic from the right to cease, which happens after the 'upstream' traffic lights stop it. It is not pleasant to wait in the central reservation for traffic to stop from the other direction due to the high speed of the traffic (which is subject only to the National speed limit): waiting is noisy and polluted.

Manor Way Signalised Crossing

The signalised crossing adjacent to Manor Way offers a controlled way for a cyclist in pedestrian mode to cross the A27, but as there is no cycle route on the north side of the road this is of little (legal) use. This directly affects NMU access to/from Hoe Court, on the north side of the A27. Hoe Court is a private road and a public footpath which serves a number of houses and the Lancing College equestrian centre, and joins with a well used east-west bridleway between Coombes Road and Lancing Ring. There is no legal crossing of the A27 from the cycle track on the south side of the A27: a pedestrian was killed here recently.

■ Agenda Item 7

Note: there is a 40mph speed limit at this point but it is commonplace for traffic to treat the dual carriageway as derestricted.

Conclusion

There is only one signalised crossing of the A27 between East Worthing and Shoreham-by-Sea allowing relatively safe NMU access across the South Downs and it is vital that this is maintained / enhanced.

The Church Lane 'gap' is an obvious hazard produced in an era before guidance such as IAN 195/16. As such, priority should be given to restoring previous NMU crossing rights in a manner specified in that note.

The bridge adjacent to Upper Boundstone Lane serves local needs only, and does not link in with any recognised longer distance NMU routes.



April 2018



Highways England Asset Manager Response

Area 4 A27 Cycle Studies Update

The objective of these schemes is to identify small scale, viable and buildable cycle improvements that will encourage more cyclists off the carriageway and provide connections into the local cycle network.

A27 Middle Farm Cycle Scheme	
Location Plan:	
Identified Improvements:	
<p>The scheme is in two phases. Phase 1 includes a new section of cycleway and an upgraded uncontrolled crossing point on the A27 west of Middle Farm. In order to accommodate the widened crossing point the existing A27 carriageway has been widened on the southern side into the verge. The scheme also includes improved cycle signage of the crossing point and the connections to it.</p> <p>Phase 2 includes extending the cycleway from Burgh Lane up to Middle Farm utilising an old section of the A27. This old section of the A27 is currently gated and overgrown with vegetation.</p>	
Status:	<p>Phase 1 - in construction.</p> <p>Phase 2 – currently being developed to detail design.</p>

A27 Chichester to Arundel Cycle Study


Location Plan:



Identified improvements:

Section	Options for Improvement
A27/A285 (Portfield Way) rbt to A27/A285 junction (drwg 0120)	Signing improvements on Westhampnett Rd, Stane St and Old Arundel Rd. Improved access from Old Arundel Rd cul-de-sac to the existing shared provision. Vegetation clearance. Increased width of path connecting to the A27 eastbound off slip.
A27/A285 junction (drwg 0120)	Increased path width at pinch points, improved signage and refreshed markings on the shared provision.
A27/A285 Junction to Tangmere Overbridge (drwg 0121)	Increased path width, improved signage and refreshed markings on the shared provision. Refreshed and improved cycle only crossing at the Tangmere Road junction.
Tangmere Overbridge (drwg 0121)	Improved signage at, and on the approaches to, the overbridge.
Tangmere Rbt to Nyton Rd (drwg 0121)	Increased path width at pinch points, improved signage and vegetation/verge creep clearance.
A27/ Nyton Rd (drwg 0122)	Creation of 'in line' pedestrian and cycle uncontrolled crossing through the large splitter island. Existing uncontrolled crossing point and connecting footway to be removed.

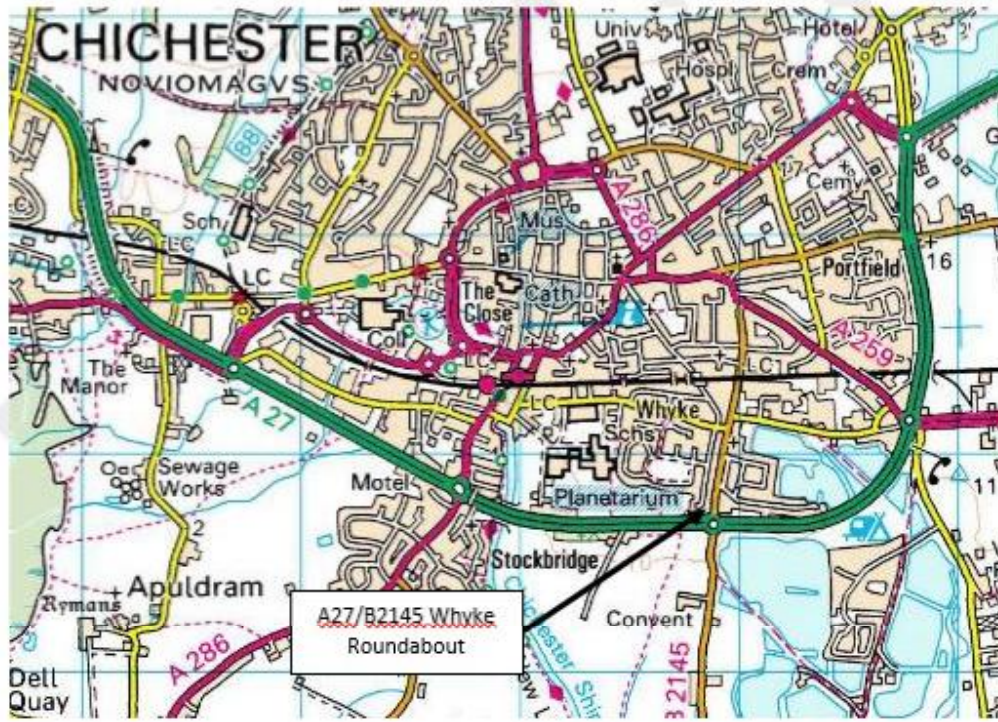
Status:	Identified improvements being developed to detail design.
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A27 Arundel to Worthing Cycle Study	
Location Plan:	
	
Identified improvements:	
Ford Roundabout to Causeway Roundabout	Provide a shared footway/cycleway from Torton Hill Road to Ford Road where there is a clear desire line and link to the lightly trafficked Fitzalan Road into Arundel over the river Arun and provide cycle destination signing. Raise the bridge parapet on the southside of A27 to 1.4m so that it is suitable for use by cyclists. Relocate an existing old-style ADS off the bridge where it restricts the existing footway.
Arundel station to Crossbush Lane junction	Widen the existing 1.4m wide footway to a 2.5m shared footway/cycleway where achievable to encourage cyclists off the A27 where it is relatively narrow and on a steep gradient up to Crossbush Lane. Approximately length 300m. Provide cycle destination signing. Improve the existing pedestrian refuge at the bottom of the hill and cut back vegetation currently reducing the width of the footways on either side. Provide a new pedestrian refuge at the junction of the A27/Crossbush Lane on the desire line with cycle drop on/off points for access onto the lightly trafficked Crossbush Lane.
Crossbush Lane	Provide cycle destination signing for the use of Crossbush Lane as a link to the existing shared footway/cycleway adjacent to the A27 continuing to Hammerpot.
Crossbush Lane to Hammerpot	Clear vegetation from the existing shared footway/cycleway. Provide cycle destination signing. Improve the existing crossing at Poling using carriageway markings to highlight the crossing point. Improve the crossing at Bakehurst Lane where visibility is restricted. Improve the western crossing at Hammerpot and avoid the restricted footway in front of the properties.
Hammerpot to Arundel Road	Widen the existing 1.4m wide footway from Hammerpot to the link to Arundel Road, a distance of 850m and provide cycle destination signing. Raise the bridge parapet on the northside of A27 to 1.4m so that it is suitable for use by cyclists.
Arundel Road to A280 junction	Provide cycle drop on/off points onto the lightly trafficked Arundel Road and provide cycle destination signing.
Status:	Identified improvements being developed to detail design.

A27 Sussex Pad to Falmer Cycle Study	
Location Plan:	
Identified improvements:	
<p>This study, through a combination of on-site observations, consultation and collision analysis, has identified a number of improvements for cyclists, some require third party land, new structures or commitments from Brighton & Hove in terms of promoting cycle schemes that link to either side of the A27.</p> <p>The potential improvements were discussed at Technical Value Management on Tuesday 6th March 2018 and only the small-scale improvements to signing of the Downs Link (NCN 223) near Adur interchange are to be progressed further.</p> <p>The main issues with the other identified improvements are: the limited onward cycling facilities north of the A27 at three of the locations; the requirement for third party land; and the limited benefits to cyclists using the trunk road network.</p>	
Status:	Identified signing improvements at Adur Interchange being developed to detail design.

A27 Whyke Roundabout Cycle Improvements

Location Plan:



Identified Improvements:

The objective of this scheme is to encourage more cyclists to use the existing shared use overbridge, taking them off the A27/B2145 Whyke Roundabout and provide connections into the local cycle network.

Northern arm:

Cycle markings/kerbing to encourage southbound cyclists to use the bridge and enable northbound cyclists to re-join the carriageway.
Relocation of an existing telegraph pole within the western footway.
Removal of redundant signage and new signing.

Southern arm:

Cycle markings/kerbing to encourage northbound cyclists to use the bridge.
New signs.

Western arm:

New signs

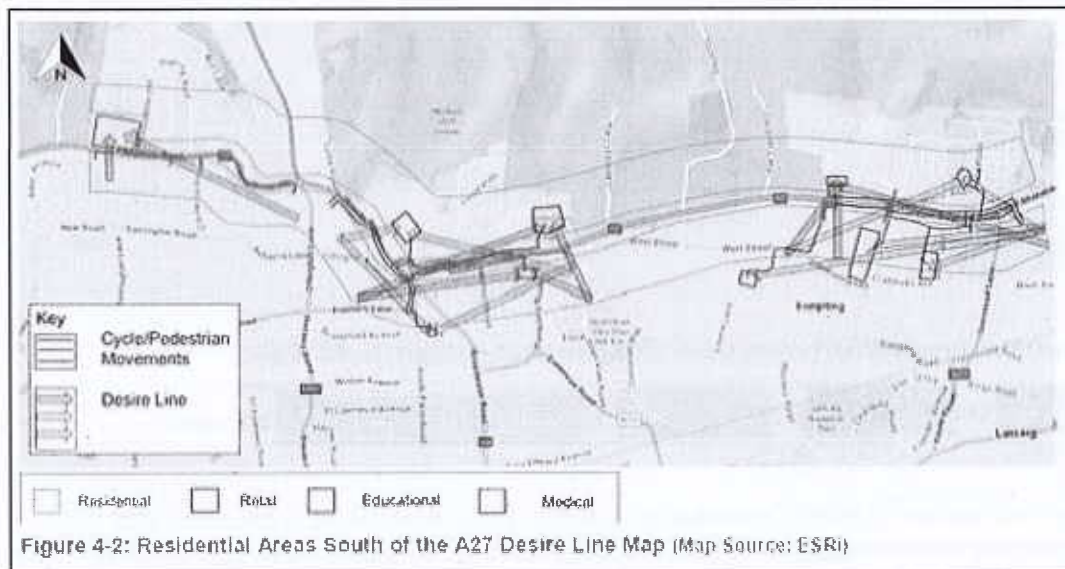
Status: Identified improvements being developed to detail design.

i-Transport LLP (on behalf of Persimmon Homes) Response

I have been asked on behalf of Persimmon Homes (as promoters of Land at West Sompting) to respond to your recent email regarding the A27 NMU Crossing Consultation commissioned by West Sussex County Council. This is with particular regard to the section of the A27 between the Lyons Farm and Busticle Lane signalised junctions. Persimmon Homes will be submitting proposals for land at West Sompting on behalf of the Sompting Estate and have been discussing opportunities for walking/cycling links with WSCC and HE over the course of the project. I note that your work is being undertaken independently of current discussions with West Sompting and will not impact on our discussions going forward.

As part of your ongoing work with local stakeholders, I expect you are aware that an NMU Context Report was commissioned by Highways England for the A27 Worthing to Lancing Improvement Scheme. This work was also completed by WSP (working on behalf of HE). It wasn't clear if your new commission from WSCC follows on from this work?

Within that report, existing desire lines were identified from residential areas to the south of the A27, encompassing the land at West Sompting. This indicated that desire lines for retail, educational and medical trip generators, pass through both the Lyons Farm and Busticle Lane signalised junctions (extract of Figure 4-2 provided below).



Source: A27 Worthing-Lancing PCF Stage 1 NMU Context Report

The NMU produced by WSP on behalf of HE, made specific reference to the proposed developments of New Monks Farm and West Sompting, stating that *'no major retail or leisure facilities lie within walking distance of these developments and therefore a reliance on car journeys will likely be formed by residents. It is unlikely that residents living close to the A27 will specifically require crossing facilities as there currently is open land lying to the north of the proposed sites'*. While we do not necessarily agree with the first part of the assessment and that residents will be reliant on car journeys, given that Lyons Farm is within an acceptable walk distance of the site it is agreed that there would be limited demand to the land due north of the site on the other side of the A27.

To facilitate pedestrians and cyclists, WSP (on behalf of HE) envisage that signal arrangements proposed at the Lyons Farm and Busticle Lane junctions would replace and enhance the existing pedestrian crossing facilities and would incorporate dedicated cycle and pedestrian only crossing times.

It is evident that the pedestrian/cycle desire lines from West Sompting are largely confined to the immediate vicinity of the site and along West Street. Therefore, as part of the proposals we are concentrating on bringing forward improvements to West Street that will deliver the missing pedestrian link, thereby providing a continuous east/west link parallel to the A27, linking the site with both the Lyons Farm and Busticle Lane junctions (where pedestrian facilities already exist). This will enhance and facilitate pedestrian/cycle desire lines from our site to local trip attractors, whilst also providing a wider benefit to exiting residents. It is therefore considered more appropriate to invest in improving existing local facilities on existing and future desire lines, rather than creating additional crossing points which would have limited use.

I trust this information proves useful for your ongoing discussions with local stakeholders. Should you have any questions please feel free to contact us.

Kind regards

[REDACTED]
Associate
for i-Transport LLP



Basingstoke Office: Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG

T: [REDACTED] M: [REDACTED] F: [REDACTED] E: [REDACTED] W: www.i-transport.co.uk

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Shoreham Area Sustainable Transport Package Study - A27 crossing facilities near to Lancing College – informal meeting notes

Lancing College

Friday 23rd March 2018 2:30 pm

██████████ Bursar, Lancing College

██████████ Planning & Transport Policy Planner, West Sussex County Council

Informal meeting notes:

1. Background to the study and purpose of NMU assessment

- ██████████ introduced the background to study to look at sustainable transport improvements across the Adur District area which can support strategic development coming forward through the Adur Local Plan. The intention is to consider the provision of high quality sustainable travel alternatives to the car as well as support economic growth in the area.
- The study includes the development of feasibility plans for a network of high quality cycling routes around Adur District, including linking the Shoreham Harbour/Western Harbour Arm, New Monks Farm/Shoreham Airport and West Sompting Adur Local Plan strategic development sites.
- The issue of connectivity across the A27 for non-motorised users (NMUs – pedestrians, cyclists and equestrians) in the vicinity of the New Monks Farm and West Sompting development sites is being considered.
- The study is being undertaken separately and independently to any discussions about planning applications for the Adur Local Plan strategic development sites.
- An independent 'Walking, Cycling and Horse-Riding Assessment' (DMRB HD42/17) is being undertaken as part of this study to consider the types of existing and proposed/potential crossing facilities, their existing/potential usage, and local stakeholder views on facilities.

2. Contacting stakeholders

- ██████████ explained that key local stakeholders will be contacted for their views shortly, including Lancing College, the South Downs National Park Authority, local cycle forums, equestrian groups and other community interest groups and local businesses.
- ██████████ suggested additional contacts to include in the list of stakeholders including South Downs National Park Authority (SDNPA), Adur Residents Environmental Action (AREA) and the Campaign to Protect Rural England (CPRE)

3. Existing and future demand for crossing facilities

- ██████████ explained that an estimated 125 boarding school pupils made use of crossing facilities at Sussex-Pad junction on each day over the weekend during term time (i.e. 250 return crossings over the weekend and 500 single-way movements in total)¹.
- ██████████ noted that previous user surveys at Sussex Pad junction² have typically taken place outside of school term times, so would miss counting these pupils.

¹ *Post meeting note* – There are approx. 600 pupils on the school roll (60% boarding, 40% day). From summer half-term there is an approx. 40% reduction in pupils on site, due to exam leave. All of the pupil movements at the junction are estimated as walking journeys, usually day trips for leisure, or to travel to/from Shoreham rail station to travel to/from home. Term dates was also supplied for checking against any previous survey dates.

² A27/Coombes Rd/Old Shoreham Rd staggered junction

- It was unclear what level of demand there would be for future improvements to equestrian facilities at Sussex Pad junction, Hoe Court Lane or at the west bank of the River Adur.

4. Views on locations of crossing facilities/options

- [REDACTED] indicated in order of preference desire for (1) crossing facilities at Sussex-pad junction to remain, (2) an underpass at Sussex-pad junction to be considered, and (3) an overbridge to be considered. [REDACTED] stressed that it was crucial that ease of access to Lancing College pupils to and from Shoreham is maintained as well as the access of residents of Shoreham to the South Downs National Park.
- [REDACTED] noted comments previously from Lancing College concerning the New Monks Farm planning application concerning the proposed path from the public footpath on the west bank of the River Adur to raise up the bank to the north of the A27 to the Coombes Road junction at Sussex Pad. These comments include concerns about flooding, a lack of proposed lighting making the facility unattractive to for College pupils, and the width of facilities (particularly on the section of proposed upgraded public footpath to bridleway between the A27 underpass and the Old Shoreham Road/Toll Bridge).
- [REDACTED] noted that bridge or underpass structures are likely to be land intensive due to slope accessibility requirements, whilst underpasses are likely to be especially complex in engineering terms, and can also present challenges in terms of surveillance issues.
- It was noted that the visual impacts of any bridge structure on the South Downs National Park would be a key consideration, whilst impacts on Shoreham Airport safeguarding from any structure may need consideration.
- It was noted that the location of any bridge or underpass near to the Sussex Pad junction would fall outside Lancing College land within land owned by Ricardo-AEA near to their experiment test track. Separate dialogue with Ricardo-AEA would be required if this is a proposal that is recommended through the NMU assessment.
- [REDACTED] noted that his initial thinking for the site (before fully appreciating the role of the Sussex Pad junction for Lancing College pupils), was that an alignment near to Hoe Ct lane might provide a useful alignment to the New Monks Farm development site and areas of Lancing. [REDACTED] noted that the larger demand in terms of Lancing College pupils was for a facility near to the existing Sussex Pad facility, and that there are crossing facilities for Lancing residents shortly to the east of the Manor Road/Grinstead Lane A27 roundabout.
- [REDACTED] indicated that there is not likely to be a demand from the equestrian centre at the top of Hoe Court Lane for equestrian crossing facilities to the south of the A27 in the vicinity of Hoe Court Lane.

5. Public Rights of Way in the vicinity of Lancing College

- [REDACTED] noted that bridleway no. 2065 between Coombes Road and Hoe Court Lane was in need of some improvement work. Any intensification of use resulting from improved crossing facilities would likely add to the need for improvement. [REDACTED] suggested that bridleway 2065 facilities to the west of Hoe Court Lane towards the South Downs were in a reasonable condition.
- It was unclear how well used footpath no. 2058 from the bottom of The Drive at Coombes Road junction to mid-way up The Drive is.

6. Next steps

- [REDACTED] explained that local stakeholders would be contacted shortly as part of the A27 Walking, Cycling and Horse-Riding Assessment and that Lancing College would be included in this to provide their views.

Local Councilor Response

From [REDACTED]
Sent: 22 April 2018 19:42
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: A27 NMU Crossing Consultation

Hi [REDACTED]

I am wondering if it is possible to extend the deadline for the response? 7th May is unfortunately too tight to respond in a meaningful way and it is a very important issue.

Firstly Sompting Parish Council would want to provide a response and I for one need more time to consult with fellow horse riders.

We did receive some relevant feedback in the Sompting Survey and will attempt to seek agreement to ensure you have access to this information.

Please let me know if you are able to extend the timeframe.

Many thanks for your consideration

Kind Regards

[REDACTED]

From [REDACTED]
To: [REDACTED]

Sent: Monday, 23 April 2018, 9:56
Subject: RE: A27 NMU Crossing Consultation

Dear [REDACTED]

Thank you for your response.

I have spoken to [REDACTED] at West Sussex County Council and ascertained that we are able to extend the deadline until Thursday 10th May 2018.

We would also welcome any information you are able to provide from the Sompting Survey.

Many thanks for your help.

Kind regards,

[REDACTED]

Graduate Transport Planner

wsp

[REDACTED]

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SO18 2RZ

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Hi [REDACTED]

Please would you consider extending until 17th May-just gives a bit more time for consultation?

Apologies, but thank you again for considering this

Kind Regards
[REDACTED]

----- Original Message -----

Subject: RE: A27 NMU Crossing Consultation

From: [REDACTED]

To: [REDACTED]

CC: [REDACTED]

Hi [REDACTED]

Thanks for your email, which [REDACTED] has passed to me to consider. Please can I understand why it is that you need an extra week to respond? We understand that Sompting Parish Council has a meeting on 9th May, so we extended the response date to the 10th May to cover this.

We do now have a tight timescale now in terms of keeping the study to programme to remain on budget and so we can move the study forward, so we really would like to try and keep the response deadline to the 10th if this is possible please?

We are very grateful for your input and any information you are able to share.

Many thanks

[REDACTED]

[REDACTED] n | Planning and Transport Policy Planner; Planning Services; Economy, Planning and Place Directorate; West Sussex County Council

Location: Ground Floor, Northleigh, County Hall, Chichester, PO19 1RH

Internal: [REDACTED] | External: [REDACTED] | E-mail: [REDACTED]

From: [REDACTED]

Sent: 23 April 2018 11:31

To: [REDACTED]

Subject: Re: A27 NMU Crossing Consultation

Agenda Item 7

Thanks [REDACTED] I just need the extra time to consult more widely thank you

My [REDACTED]

Thanks [REDACTED],

If we can keep to comments by Thursday 10th, that would be helpful please.

Kind regards,

[REDACTED]

[REDACTED] | Planning and Transport Policy Planner; Planning Services; Economy, Planning and Place
Directorate; West Sussex County Council
Location: Ground Floor, Northleigh, County Hall, Chichester, PO19 1RH

Internal [REDACTED] 8 | External [REDACTED] | E-mail: [REDACTED]

Dear [REDACTED]

I am a horse rider and have been so for the last 50 years-up until around 2004 I rode across the A27 from South to North .It is now far too dangerous
I keep my horses in Church Lane(South) in Sompting

In my view the best place for a crossing is Dankton Lane-it is fairly central and gives immediate access to bridle paths and footpaths.
I think in terms of accessibility it would be best to have an underpass-ideal for people with disabilities and cyclists and horse riders.

I keep my horses as mentioned in Church Lane(South) and would not support a crossing located here due to only being able to access footpaths
from Church Lane North -to access bridleways you would need to ride past St Mary's Church and this road is not safe for horse riders.

Lambley's Lane is ok for Horse riders but not central for pedestrians if they want to visit the Church from say Test Road area. Lambley's Lane is a long steep concrete road ,which has to be negotiated before accessing the countryside, albeit areas of outstanding natural beauty.

I hope this is of use

Kind Regards

[REDACTED]

Happy for you to use my comments but this is from me as an individual.Parish council meets tonight and will consider their response

Thanks [REDACTED]

My [REDACTED] . On O2.

Local Stakeholder Number 1 – Response 1

Dear [REDACTED]

I have been kindly forwarded your email by [REDACTED] in relation to the A27 crossing between Lyons Farm and Hillbarn traffic lights.

I understand that you have kindly requested information from the local community and those that have other interests in this area.

If my concerns expressed are not what the panel require please advise me but I have put into my words how I feel on this subject as I do get immensely frustrated with this topic (which I have no doubt will show) that has been going on for well over a decade and I am at present reluctant to believe anyone will rectify this situation as too many promises have been made and not delivered

Gone are the days where fellow equestrians, walkers and cyclists could cross safely at either Lambleys Lane, Church Lane and Dankton Lane due to the obscene amount of growing and speeding traffic and the best way to describe this experience now is like dicing with death. Please bear in mind that a fair percentage of these people are minors as well.

The local equestrian community have for 15 plus years tried to get either the A27 down to a 50mph limit to enable a Pegasus crossing or to have an underpass or over pass that is horse compliant and other user friendly.

I suggested the 50mph purely on the facts that either side of these lights is a 40mph and I know that a Pegasus crossing is only viable on a max speed limit of 50mph like the one on the A259 in Ferring.

I have had and still do have horses for the past 20 years in Sompting village. We have good bridleways on the South Downs but no safe way of accessing them. This also applies to walkers and cyclists.

Are you aware that there is also have a dedicated bridleway up by the Charmendean Centre but again absolutely no safe way of access to it?

If you have any questions for me please do not hesitate to contact me as I am more than obliging to help every step of the way to regain safe access to the country again.

Kind regards

[REDACTED]

Local Stakeholder Number 1 – Response 2

Dear [REDACTED]

Thank you for your reply.

I will respond in full tomorrow as I am not long back from an all day meeting however I wanted to give you the information for the Charmandean Lane bridleway as requested and I have attached 2 pictures that I have taken from the Internet. The GPS coordinates are 50.834121, - 0.370697.

This is a road that is always congested hence it being not viable for equestrians at all.

Unfortunately I am unable to locate the bridleway number at present.

I will respond in full tomorrow to you as I really want this resolved and made safe.

Thank you.

Kind regards
[REDACTED]





Dear [REDACTED]

Please accept my apologies for my delayed response.

I am more than happy for you to include my email in the discussions.

I think I have covered the dedicated bridleways in my previous email for what we would deem the most suitable access points as the one I sent in the link is not a suitable access point due to the location.

There is another bridleway up Halewick Lane and from what I understand this is now completely blocked off? This used to be the local council as a refuse site before they shut it several years ago so access used to be fairly straight forward however due to the inevitable danger of horses having to wait to cross in Busticle Lane at those traffic lights with various types of vehicles it became an immense hazard.

So to summarise the bridleways we no longer have access to or very restricted access are the following:

1. Dankton Lane - no access except for pedestrians only
2. Lambleys Lane - Restricted access of which you will get stuck in the middle of a 70mph road and ask you could very well imagine on horse back this is dangerous.
3. Church Lane - No access, only pedestrians
4. Halewick Lane - I don't want to comment as no access as I haven't yet been able to go have a look so I am going to say restricted
5. Charmandean Lane - Virtually impossible to reach safely on horseback.

Agenda Item 7

I think that is it?

If there is anything further I can help with please do let me know.

Kind regards

██████████

Dear ██████████

Please accept my apologies for my delayed response.

I am more than happy for you to include my email in the discussions.

I think I have covered the dedicated bridleways in my previous email for what we would deem the most suitable access points as the one I sent in the link is not a suitable access point due to the location.

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I think that is it?

If there is anything further I can help with please do let me know.

Kind regards

██████████

Local Stakeholder Number 2 Response 1

From: [REDACTED]
Sent: 23 April 2018 20:14
To: [REDACTED]
Subject: Fwd: A27 NMU Crossing Consultation

Evening [REDACTED]

I've been asked to respond to your request regarding crossing the A27 near my home in Sompting.

A member of my household crossing the A27 at the Church Lane Sompting at least twice per day - either to walk the dog or cycle.

Clearly this route is dangerous at the moment

Regards

[REDACTED]

Local Stakeholder Number 2 Response 2

Hi [REDACTED]

Fine by me

Regards

[REDACTED]
Mobile [REDACTED]

Sent from my iPhone

On 24 Apr 2018, at 09:15, [REDACTED] > wrote:

Dear [REDACTED]

Many thanks for your response.

We will include your response with in the appendix to the main report which will be published. We will include the organisation you are representing but will anonymise your name and remove any contact details from this. If you could let us know if this causes any problem for you and you do not wish to have your response included, that would be helpful.

Yours sincerely,

[REDACTED]

Agenda Item 7

Graduate Transport Planner

<image001.png>

T+ 

Regus House, Southampton International Business Park
George Curl Way, Southampton
SO18 2RZ

wsp.com

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Local Stakeholder Number 3 Response

> Subject: Horse, pedestrian and cycling crossing A27 Sompting Village

> area

>

> Hello [REDACTED]

>

> I am a regular horse rider and have kept horses in Sompting Village for over 20 years...without a doubt it is now far too dangerous to attempt to cross the A27 to the Downs.

>

> Around 15 years ago we used to cross it tentatively but since the alterations to the lights at Lyons farm and a large increase in traffic volume we would no longer consider it safe..

> We now have to transport the horses by lorry for safety...

>

> There are more horses in and around Sompting now than have been since we moved here some 20 or so years ago..

>

> We are also regular walkers and ditto trying to cross is not easy..

>

> In short I and my family would 100% support the need for some form of safe crossing for horses, walkers and cyclists.....

>

> Regards [REDACTED]

>

>

>

>

>

>

> Sent from my iPhone

Principal Rights of Way Officer West Sussex County Council
Response

Thanks for your email. I will be interested to learn, in due course, the comments of others as to need for access along or across the A27 at these locations. I can offer the following.

Manor Road roundabout (North Lancing) to Downs Link underpass (Shoreham):

1. There is demand to access north – south (and vice versa) across the A27 for NMUs. The two present facilities (east of Manor Road roundabout and at the Sussex Pad junction) are both at-grade, which is a deterrent to many, particularly families. Grade-separated facilities to replace both would be valuable – at Manor Road roundabout for existing residents and some of the likely new development at New Monks Farm; at Sussex Pad for Shoreham residents and some of the new development at New Monks Farm, and for visitors connecting Shoreham with the Downs.
2. Footpath 2060 along Hoe Lane could be up-graded for cycle access to connect an existing bridleway and cycle access along the A27 corridor. This could be a convenient link, and more direct, depending on the eventual road layout for New Monks Farm.
3. Use of footpath 2049 alongside the River Adur, under the A27 and west to Coombes Road will provide a grade-separated route for Shoreham residents and some of the new development at New Monks Farm, and for visitors connecting Shoreham with the Downs – it would link the bridleway on Old Shoreham Tollbridge with bridleway 2065 past Lancing College.
4. The Downs Link is a popular long-distance route linking Guildford with Shoreham. The surface of the Link is in need of improvement for users' convenience and enjoyment.

West Sompting between Lyons Farm (East Worthing) and Busticle Lane (Sompting):

1. There is demand from horse riders for safe access across the A27, both to use Dankton Lane and Lambleys Lane. Highways England has made provision at both for access through the A27 central reservation; but it is not ideal, or necessarily safe, for horses to be standing in the central reservation waiting to cross the remainder of the road.
2. The above can be said for cyclists also.
3. Pedestrians similarly have to cross the road at-grade. It is believed the last realignment of the A27 severed footpaths 2071 and 2073 – presently FP2071 can be connected by using a narrow central reservation provision; there is no central reservation provision for FP2073. As with other modes, this acts to deter use and prevent people safely accessing the Downs.
4. Providing a grade-separated crossing for foot, cycle and horse use at some point between Lyons Farm and Busticle Lane would be very advantageous for all users, and this would provide the opportunity to develop suitable 'feeder'

paths on both sides of the A27 to maximise the facility and encourage responsible access.

I have, at various times, shared all the above with WSCC Highways planners and with Highways England ([REDACTED]).

Apologies I have not been able to give consideration until now; I hope the above are still able to be considered.

Regards,

[REDACTED]

Principal Rights of Way Officer

Secretary of Arun Adur CTC Response

Dear [REDACTED]

Thank you for your email.

The crossing is important to two cycling clubs that I join. When I pointed out this to the IKEA/Marsh Barn applicants they came up with a solution of a path by the river to go under the A27 bridge and I now understand this is incorporated in their plan.

If the IKEA project goes ahead I do not think there will be a problem crossing the road as the traffic will be stationary!

Kind Regards

[REDACTED]
Secretary of Arun Adur CTC

[REDACTED]

Response from Managing Trustee of Sompting Estate

Hello [REDACTED]

Current horse population in Sompting south of A27

[REDACTED] confirms about 20 ridden horses are kept in the Sompting area south of the A27, though there are almost as many again ie up to 40 counting the ones that cannot or can no longer be ridden.

Future changes in number of horses at Sompting south of A27

- I would estimate the number of ridden horses will go down by about 5 (ie 25%) over the next 5 years as a result of changes in land use on Sompting Estate land S of A27 alone.
- All the grazing land in Sompting parish south of the A27 that does not belong to Sompting Estate is already in equine use, so, any changes in land use on those plots will reduce the number of ridden horses that would use a crossing. It is known that some or all of those plots' owners aspire to development in the medium term.
- I don't know how many ridden horses, if any, are kept in neighbouring parishes (Lancing, Broadwater) south of the A27, or how many of these might ride through Sompting to use an NMU crossing, rather than getting into a horsebox to access the national park (as indeed Sompting riders currently do). Probably very few.
- The current capacity at Sompting S of A27 is for up to 40 horses of which only 20 are ridden. Without land use change S of A27, the number of ridden horses is likely to fluctuate in the range 15-30.
- However, the current occupancy is already at maximum with some plots over-grazed and poached in winter. Currently non-equine land in the parish south of the A27 will be required by the Estate for conservation farming and so will not be available to provide additional or replacement equine grazing there.
- So, given the pressures for alternative use of the small areas of equine land that exist south of the A27, the number of ridden horses that might use a crossing to access the downs is more likely to decrease than to increase. Perhaps in 10 years time, up to 10 ridden horses?

Implications for A27 NMU crossing

I do not know whether that number would be considered to justify an equine bridge. But if it is not going to be long term cost-effective to provide an equestrian-standard NMU crossing, there are two possible approaches of which the Estate could consider one or both.

- a. The Estate could provide a private horse walk route within the farm fields S of A27 for horses still kept in the area
- b. The Estate could provide additional horse-keeping facilities within the National Park on the north side of the A27, so that riders keen to exercise in this area could keep their horses there rather than S of A27. (Noting that existing equine grazing facilities provided by non-Estate landowners adjacent to North Sompting are believed by their rider tenants to be intended by the owners for development in coming years, creating additional local demand.)

I hope this is helpful.

Kind regards

[REDACTED]

[REDACTED] Managing Trustee

[REDACTED]
www.somptingestate.com



Press release

Outdated Transport Planning will fail Future Generations

Car obsessed transport planning will not provide a thriving and healthy economy in Sussex according to a new report 'A New Transport Vision for the Sussex Coast' out today (19 April) [1].

The report, compiled by transport consultancy ITP [2], calls for a more inclusive and integrated approach to transport. It claims that a coordinated rethink could ease congestion in the county and cut car usage by more than 10%.

The findings, published this morning by the *South Coast Alliance for Transport and the Environment (SCATE)* [3], challenge existing road plans, such as those for the A27 corridor. The report calls for smarter solutions that work for everyone, in particular for the young, old and disabled, not just people who have access to a car.

Drawing on research by the University of the West of England, the study shows that road building is not the key to economic growth. Evidence shows that increased road capacity simply generates more traffic and creates new hotspots for congestion and poor air quality.

"This is so important for young people" says Chairman of CPRE Sussex, David Johnson. "They are more vulnerable to the effects of air pollution and will have to cope with the impact of climate change." The report shows a marked decrease in the number of young people holding a driving licence since 1990. "We should be welcoming and building on that trend. Young people deserve proper transport choices to be able to fulfil their potential", says David.

The wide range of measures proposed include improved facilities for cycling and walking; enhanced rail and road based public transport; and demand management measures to improve the flow of people, rather than cars.

Becky Reynold, from Bricycles, the the Brighton and Hove Cycling Campaign, agrees;

"More space for cycling and safer cycle routes would provide a far better and healthier transport option [4] than more roads for motor vehicles. When cycling and walking are teamed up with good public transport, there is rarely a need for a car. The focus of planning needs to shift away from road building, especially as we are on the brink of a revolution in the use of new technology and data for transport purposes "

The report looks forward to a transport revolution as technology and data change the way transport is provided and used. "We need progressive transport strategies that better meet

the future needs of local people and visitors” says Stephen Joseph, CEO of Campaign for Better Transport. “Evidence shows that towns and cities that significantly reduce their car dependency become thriving, attractive places to live, work and visit.”

Notes for Editors:

- [1] The full report can be seen [online](#). There are a series of local launches being planned for at later dates:
- Saturday, 21 April, doors open at 10am for 10:30am- 12:30pm local launch at Lewes Town Hall. Book a place on [Eventbrite](#).
 - Friday, 4 May, 2 – 3:30pm, Bassil Shippam Centre, Tozer Way, Chichester, PO19 7LG. Book a place on [Eventbrite](#)
 - Thursday, 17 May, 7.30pm, local launch at Arundel Town Hall.
- [2] Integrated Transport Planning ([ITP](#)) teamed up with the University of the West of England to produce the report for SCATE.
- [3] South Coast Alliance for Transport and the Environment ([SCATE](#)) is a network of over 30 local organisations and businesses.
- [4] “The best way to take pressure off the NHS is to give everyone active, healthy transport choices”, says Sustrans. “If this country hits its targets to increase walking and cycling, more than 12,000 premature deaths from air pollution would be prevented. If we reach Danish levels of cycling, it would save the NHS £17billion within 20 years.”

For More Information please contact:



Shoreham Area Sustainable Transport Package Study - A27 crossing facilities between Lyons Farm and Busticle Lane junction – informal meeting notes

Downs Barn, Sompting Estates

Thursday 19th April 2018 10:30 am

██████████, Managing Trustee, Sompting Estates

██████████ Planning & Transport Policy Planner, West Sussex County Council

Informal meeting notes:

1. Background to the study and purpose of NMU assessment

- ██████████ introduced the background to study to look at sustainable transport improvements across the Adur District area which can support strategic development coming forward through the Adur Local Plan. The intention is to consider the provision of high quality sustainable travel alternatives to the car as well as support economic growth in the area.
- The study includes the development of feasibility plans for a network of high quality cycling routes around Adur District, including linking the Shoreham Harbour/Western Harbour Arm, New Monks Farm/Shoreham Airport and West Sompting Adur Local Plan strategic development sites. The study also includes a review of bus services around Adur District.
- The issue of connectivity across the A27 for non-motorised users (NMUs – pedestrians, cyclists and equestrians) in the vicinity of the West Sompting strategic development sites is being considered.
- The study is being undertaken separately and independently to any discussions about planning applications for the Adur Local Plan strategic development sites.
- An independent ‘Walking, Cycling and Horse-Riding Assessment’ (DMRB HD42/17) is being undertaken as part of this study to consider the types of existing and proposed/potential crossing facilities, their existing/potential usage, and local stakeholder views on facilities.

2. Contacting stakeholders

- ██████████ explained that key local stakeholders will be contacted for their views shortly, including Sompting Estates, the South Downs National Park Authority, local cycle forums, equestrian groups and other community interest groups and local businesses.
- ██████████ suggested additional contacts to include in the list of stakeholders including additional representatives from Sompting Parish Council, Sompting Abbots Preparatory School, Sompting A27 Rural Group (SARG) and associated local residents, Sustainable Sussex and Sompting Big Local.

3. Existing and future demand for crossing facilities

- ██████████ noted anecdotally that Church Lane is the main A27 crossing point desire line for pedestrians and cyclists crossing the A27. It was noted that the obvious location for an improved crossing facility would likely be near to the Church Lane junctions on the east side of this and potentially up to the existing Public Right of Way (PROW) footpath crossing point.
- ██████████ suggested a total of 20 active equestrian users south of the A27 in the area who would potentially make use of an improved crossing facility but this number was noted as being likely to diminish due to expected future changes in land usage in the area.
- It was noted that the area of the South Downs National Park (SDNP) to the north of the A27 in this area was an especially attractive but somewhat less visited part of the South Downs. It was noted that the visual impacts of any bridge structure on the SDNP would be a key consideration, but that SDNP Authority initial officer views had been supportive of improving NMU access at this location.

4. Other Shoreham Area Sustainable Transport Package Study cycling and pedestrian proposals linked to West Sompting

- [REDACTED] explained that the study is looking at feasibility plans for cycling facility improvements in Sompting along Busticle Lane and Western Road, on Cokeham Rd/Crabtree Lane, and is considering links along West Street/Upper Brighton Road to Broadwater. The design principle for the cycle routes includes looking at cycle facility segregation from both the pedestrian footway and the main carriageway with improved priorities for cyclists at side roads, where highway space allows. It was noted that on West Street, highway space is more constrained but there may be some opportunities to use sections of Sompting Estates land to enable improved provision of pedestrian and cycling facilities. Subject to Conservation Area considerations this might involve taking out small sections of flint wall to enable a path to be provided and accessed behind this wall and replanting sections of hedgerow on Upper Brighton Road to enable space for a cycling/pedestrian facility.
- [REDACTED] noted that adjacent to Upper Brighton Road a further small site for homes is being considered within the emerging Worthing Local Plan. Mike suggested that this may present opportunities to re-route and improve the existing NE-SW PROW footpath across this corner of land. **Action** – [REDACTED] to provide [REDACTED] agent with details of the feasibility plans from the Sustainable Transport Package Study when these are available.

5. Other local issues

- Sompting Estates are developing proposals with the South Downs National Park Authority for a permissive footpath adjacent to Titch Hill from Titch Hill Farm to Beggars Bush Car Park. This will require a crossing point on Titch Hill. **Action** – [REDACTED] to contact the WSCC Highway Manager for advice on how this proposal can be taken forward. *Post meeting note* – [REDACTED] has advised that this will require a feasibility and Road Safety Audit to be undertaken.
- It was noted that Charmandean Lane from Broadwater, and the bridleway from Beggars Bush Car Park to Cissbury Ring were the most popular public right of way routes in the area.
- It was noted that the Ouse and Adur River Trust are developing a funding grant proposal for the Heritage Lottery Fund (HLF) Enhancing Places, Inspiring Communities (EPIC) project for a restoration project for the Teville Stream across Sompting Brooks which will also include recreational footpath access from Loose Lane, Sompting. It is the intention that this provides a future link in to East Worthing via the Decoy Farm site to Deacon Way once plans for this emerge (it is expected to come forward through the emerging Worthing Local Plan). Should this be achieved, the Estate would also intend to support a cycle path route over our land, (which may be same as or different from the EPIC footpath route), using the same link across Decoy Farm to East Worthing.
- [REDACTED] explained that Sompting Estates has plans to improve access to the area south of the A27 through a number of proposals, including:
 - the EPIC project,
 - by providing opportunities for community involvement in environmental stewardship on the estate land through working with Sompting Community in the Countryside and Sustainable Sussex, and
 - looking for opportunities to open up additional access to the land from East Worthing.
- [REDACTED] also explained that Sompting Estates would like to improve opportunities for visitor access to the north of the A27, for example perhaps with a visitor gateway point and through vineyard tours.
- [REDACTED] emphasised that maintaining access through any Highways England A27 proposals to the side roads to the north (Lambley's Lane, Church Lane and Dankton Lane) was critical to local businesses and residents in the area.
- [REDACTED] also highlighted the desire for a cycle path along the north side of the A27, linking North Sompting with Lyons Farm Retail Park. [REDACTED] would like to see this linked with traffic calming of this

section of the A27, with the speed limit reduced to 40mph to be consistent with the speed limit to the east and west, thus avoiding traffic build ups at either end of this section of the A27. This would reduce the need for car travel along this section and benefit downland leisure cyclists as well as visitors to the businesses in the area.

6. Next steps

- [REDACTED] explained that local stakeholders would be contacted shortly as part of the A27 Walking, Cycling and Horse-Riding Assessment and that Sompting Estates would be included in this.

Sompting Parish Council Response

From: [REDACTED]
Sent: 21 April 2018 14:06
To: [REDACTED]
Subject: RE: A27 NMU Crossing Consultation

Hello [REDACTED]

The consultation period expires 2 days before the date of this Council's next Full Council meeting.

I was wondering if it is possible to allow us to send our response after this meeting which is due to be held on 9th May please ?

If this is not possible, I will advise Members to respond as private individuals only

I look forward to hearing from you

Many thanks
[REDACTED]

From: [REDACTED]
Sent: 23 April 2018 09:59
To: [REDACTED]
Subject: RE: A27 NMU Crossing Consultation

Dear [REDACTED]

Thank you for your response.

I have spoken to [REDACTED] at West Sussex County Council and ascertained that we are able to extend the deadline until Thursday 10th May 2018.

Kind regards,

[REDACTED]
Graduate Transport Planner

wsp

T+ [REDACTED]

Regus House, Southampton International Business Park
George Curl Way, Southampton
SO18 2RZ

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Many thanks [REDACTED]

I have added it to the next council agenda for the meeting on 9th May

[REDACTED]
Hi [REDACTED]

Apologies also meant to add it was suggested that consideration be given to an underpass at Dankton Lane, Sompting. If you could add this to our comments please

Many thanks
[REDACTED]

From: Sompting Parish Council Clerk <[REDACTED]>
Sent: 16 May 2018 09:15
To: [REDACTED]
Subject: RE: A27 NMU Crossing Consultation

Dear [REDACTED]

Further to the meeting of the Sompting Parish Council Annual meeting held on 9th May 2018, Members have instructed me to write to you in response to the above consultation.

Councillors are fully aware of the speed and safety issues of the A27 as well as the difficulty non motorised users have crossing the A27 from north to south, including pedestrians, horse riders, cyclists, motability scooter users, pushchairs etc. They thought this might even contribute to people feeling lonely and isolated, unable or unwilling to attempt to cross the road to visit friends, shops, activities taking place in areas other than north Sompting.

Another issue is the lack of crossing points on this road in Sompting i.e. between Lancing and Worthing, meaning people have to travel some distance in either direction to cross the road.

The traffic lights at Hillbarn Lane/Busticle Lane were of special mention for the following reasons:

- The lack of time given for people to cross the road in any direction at such a busy junction
- The fact that there are no flashing lights or sounds alerting those crossing as to time remaining to cross the road, of particular concern for the elderly and those with hearing or sight impairments
- The fact that vehicles crossing the junction from north to south and visa versa do so at the same time as each other, causing confusion and safety issues, particularly when vehicles are left stranded across the A27 in front of cars travelling east to west. This also means that non motorised users of the crossing have to gauge the speed of vehicles from both directions. One quick and easy solution would be to phase the traffic lights allowing one side to go before the other, as is the case at other major road junctions elsewhere making it much

easier and safer to vehicles, but also for non motorised users of the traffic lights for crossing the roads in any direction.

The Council hopes that you are able to take on board our comments and thanks you for the opportunity to comment

Many thanks

[REDACTED]

CONTEXT

A27 crossing points are a critical element in developing cycle networks in this area. If the WCHAR has sufficient scope and detail it will be a valuable document that will inform not only the location and design of crossing points, but also:

- Other schemes that are part of the Shoreham Area Sustainable Transport study.
- The Adur & Worthing Local Cycling and Walking Infrastructure Plan (LCWIP).
- Evaluation of Transport Assessments for new developments in this area.

The comments below are concerned with the development of coherent cycle networks. These are essential to meet national and local targets to increase cycling numbers and improve safety.

SCOPE OF THE WCHAR

The scope of the WCHAR needs to be towards the suggested 5km radius suggested for large schemes. This is necessary if the crossing points are to be integral to cycling networks. While all trip generators and facilities for cyclists will be relevant, the following are suggested as particularly significant trip generators:

- Bramber and Steyning, both as the origin of trips and as a destination.
- Stations at East Worthing, Lancing and Shoreham.
- National Cycle Network route 2 along the coast.

ASSESSMENT OF EXISTING FACILITIES FOR CYCLISTS

Existing facilities for cyclists are poorly documented. Appended to this paper is a walking and cycling map taken from the transport assessment for the Free Wharf development in Shoreham (Sept 2017). It is annotated to show 7 inaccuracies, some with significant implications for the planning of cycle networks and the improvement of cycling safety.

To gain an appropriate understanding of all relevant existing facilities for cyclists existing documentation needs to be revalidated and updated. As well as informing the location and design of A27 crossing points, this will be a valuable piece of work as suggested above.

A qualitative assessment of the current condition and effectiveness of facilities needs to be made against objective criteria, such as current design and safety standards. Qualitative assessments included in transport assessments for recent new developments should not be used as a source of information. The deficiencies in the Free Wharf transport assessment are apparent in the map annotated in the appendix to this paper. Sustrans' response to the planning application for New Monks Farm (Adur DC planning ref AWDM/0961/17) critiqued the assessment of existing cycling facilities on multiple counts.

Assessments of current usage based on site visits and surveys can underestimate the value of existing cycle routes. For example, Coombes Road between the Sussex Pad traffic lights and Steyning is unique across a very wide area in providing a north-south connection through the Downs that is low-level, low-traffic and on a metalled surface. It is used seasonally as an alternative to the Downslink path, and for large charity cycle rides.

DEVELOPMENT OF CYCLE ROUTES AND NETWORKS

A27 crossing points will be integral to the Adur & Worthing Local Cycling and Walking Infrastructure Plan (LCWIP). The LCWIP is expected to rationalise and prioritise routes documented in the West Sussex Cycling and Walking Strategy. These routes were identified prior to plans coming forward for new developments, so they need to be revalidated in that changed context. A continuing dialogue between Adur and Worthing Council's Walking and Cycling Action Group and the Shoreham Area Sustainable Transport study should ensure that both pieces of work are complementary.

Cycle schemes prioritised for feasibility work in the Shoreham Area Sustainable Transport Study have the potential to significantly increase levels of cycling in this area. A much-improved section of National Cycle Network route 2 between Shoreham and Hove, and signed links through Shoreham airport, opens up the area of the Adur Valley to a much bigger population of cyclists.

New developments in this area present opportunities to develop new and improved cycle networks. Sustrans' response to the planning application for New Monks Farm (Adur DC planning ref AWDM/0961/17) made the case for a walking and cycling route across the railway to the south of the site. WSCC's response also picked up this opportunity. The combination of a new housing development immediately to the south of the A27, with a new link south of the railway would significantly increase the value of the Sussex Pad / Coombes Road crossing.

CYCLING SAFETY AND DESIGN STANDARDS

The design of crossing points must be such that cyclists have no incentive to join the carriageway, or use junctions, on roads that are intrinsically unsafe for cyclists. Crossings that are indirect, or which have multiple stopping points, should be avoided. All types of cyclist should be able to use the crossings, including disabled cyclists, tandems, bikes with trailers and kids buggies.

Sustrans makes smarter travel choices possible, desirable and inevitable. We're a leading UK charity enabling people to travel by foot, bike or public transport for more of the journeys we make every day. It's time we all began making smarter travel choices. Make your move and support Sustrans today.

www.sustrans.org.uk

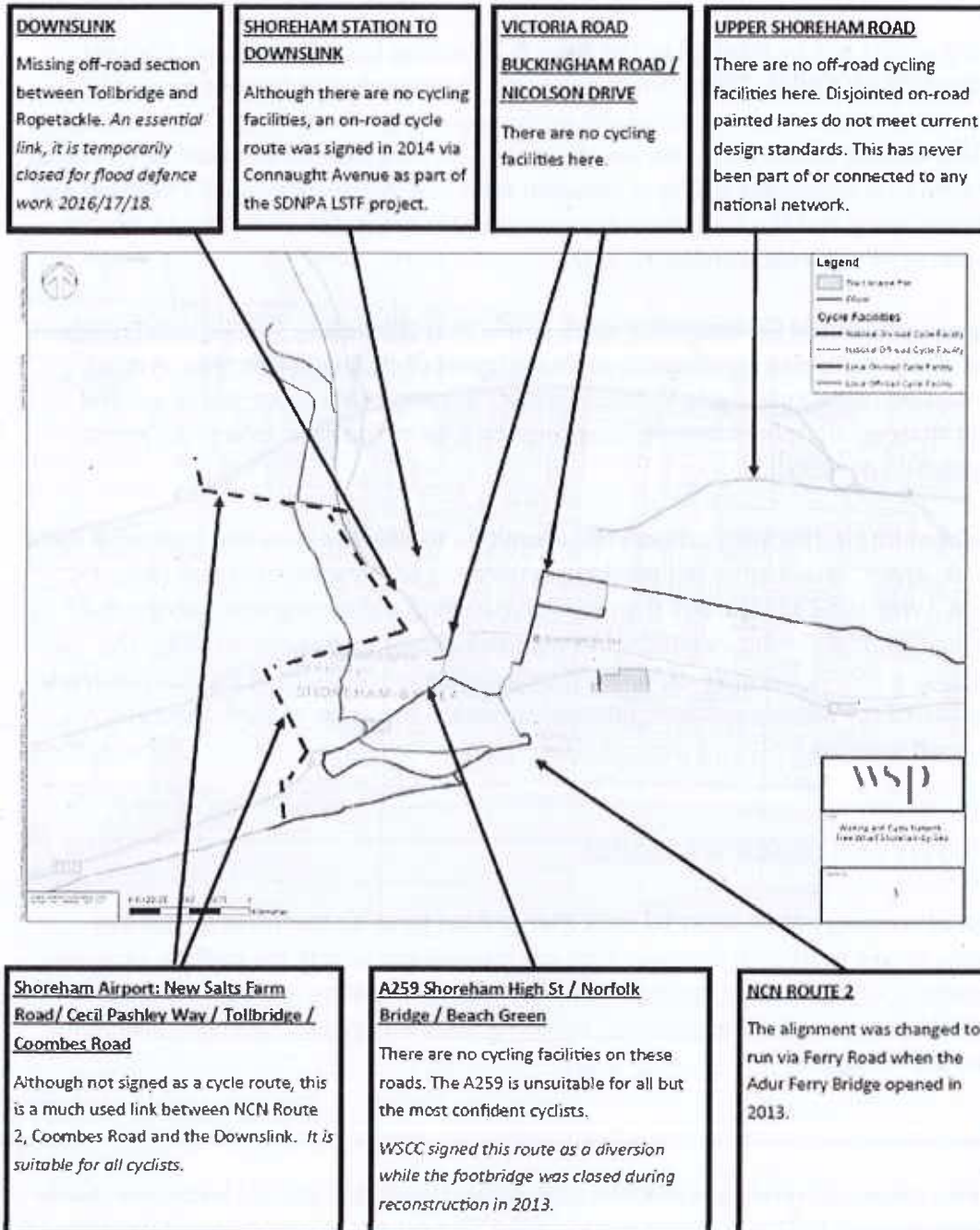


APPENDIX

Free Wharf, Shoreham-By-Sea

Transport Assessment September 2017

Inaccuracies shown on Walking and Cycling Network Page 24



Agenda Item 7

Worthing Cycle Forum response to WSCC A27 crossings consultation

Travelling West to East from Lyons Farm to the A27 junction at Shoreham Airport – Old Shoreham Road cycle path and Coombes Road

Code index:-

Users: C = cyclists, Eq = equestrians, Wa = walkers / pedestrians

Direction: S = South, N = North, W = West, E = East

- 1) **Lambleys Lane (S & N):** C, Eq, Wa. Footpath to north: Wa
- 2) **Church Lane (S & N):** C, Eq, Wa – road north to Church, Titch Hill, Beggars' Bush, Steyning Bowl and Steyning well used by road cyclists with various access points for pedestrians and off-road cycling
- 3) **Dankton Lane (S & N):** C, Eq, Wa – access to bridleway to the north
- 4) **Busticle Lane (S) / Halewick Lane (N):** C, Wa
- 5) **Berriedale Close (S) / Hillrise Avenue (N):** Wa
- 6) **Berriedale Drive (S) / Nelson Close (N):** Wa
- 7) **Upper Boundstone Lane** pedestrian bridge (S & N): C, Eq, Ra, but not fully accessible
- 8) **Upper West Lane (N):** Wa
- 9) **First Avenue (S & N):** C, Wa
- 11) **Lancing Manor roundabout (S, N, W & E):** C, Wa
- 12) **Lancing Manor leisure centre and access to parkland (S, N, W & E):** C, Eq, Wa
- 13) **Hoe Court (N):** C, Wa
- 14) **Old Shoreham Road cycle pathway / Airport / Coombes Road junction (S, N, W & E):** C, Eq, Wa
Coombes Road is well used by cyclists and pedestrians on a daily basis with some use by equestrians that then justifies inclusion of a fully accessible overbridge from all approaches !

██████████ Secretary Worthing Cycle Forum

03.05.2018

WSCF Response

Hello [REDACTED]

I'm responding to this as Chair of the West Sussex Cycle Forum. I've asked the Worthing Cycle Forum, and the Sustrans Coordinator for the area, for their specifically local information. You'll find that my response is, therefore, very similar to theirs, and I support their submissions. However, taking a county wide perspective, it is crucial that any work takes in to account the fact that cyclists' trips start and finish miles away from the A27 - but crossing the A27 is 100% necessary to do the trip - whether it's a club cyclist on a 100 mile ride, or a leisure cyclist doing something much shorter. In essence, the A27 can easily become an impermeable barrier to the networks implicit in WSCC's Walking and Cycling Strategy 2016-2026. That's why I repeat a comment from the Sustrans Coordinator -

The scope of the WCHAR needs to be towards the suggested 5km radius suggested for large schemes. This is necessary if the crossing points are to be integral to cycling networks. While all trip generators and facilities for cyclists will be relevant, the following are suggested as particularly significant trip generators:

- Bramber and Steyning, both as the origin of trips and as a destination.
- Stations at East Worthing, Lancing and Shoreham.
- National Cycle Network route 2 along the coast.

I hope that this is useful. Please could you acknowledge receipt?

many thanks and all the best

[REDACTED]
Chair WSCF
[REDACTED]

email: [REDACTED]

Tel: [REDACTED]

Travelling West to East from Lyons Farm to the A27 junction at Shoreham Airport – Old Shoreham Road cycle path and Coombes Road

These are the crossings that need to be enhanced/improved - certainly not degraded.

Used by – as follows -

- 1) Lambleys Lane (S & N): cyclists, equestrians, walkers / pedestrians.** Footpath to north: walkers / pedestrians
- 2) Church Lane (S & N): cyclists, equestrians, walkers / pedestrians – road north to Church, Titch Hill, Beggars' Bush, Steyning Bowl and Steyning well used by road cyclists with various access points for pedestrians and off-road cycling**
- 3) Dancton Lane (S & N): cyclists, equestrians, walkers / pedestrians – access to bridleway to the north**
- 4) Busticle Lane (S) / Halewick Lane (N): cyclists, walkers / pedestrians**
- 5) Berriedale Close (S) / Hillrise Avenue (N): walkers / pedestrians**
- 6) Berriedale Drive (S) / Nelson Close (N): walkers / pedestrians**

- 7) **Upper Boundstone Lane** pedestrian bridge (S & N): **cyclists**, equestrians, but not fully accessible
- 8) **Upper West Lane** (N): walkers / pedestrians
- 9) **First Avenue** (S & N): **cyclists**, walkers / pedestrians
- 11) **Lancing Manor roundabout** (S, N, W & E): **cyclists**, walkers / pedestrians
- 12) **Lancing Manor leisure centre** and access to parkland (S, N, W & E): **cyclists**, equestrians, walkers / pedestrians
- 13) **Hoe Court** (N): **cyclists**, walkers / pedestrians
- 14) **Old Shoreham Road cycle pathway / Airport / Coombes Road junction** (S, N, W & E): **cyclists**, equestrians, walkers / pedestrians **Coombes Road is well used by cyclists and pedestrians on a daily basis with some use by equestrians that then justifies inclusion of a fully accessible overbridge from all approaches!**




West Sussex Local Access Forum



www.wslaf.org

May 2018

Sent by email to: 

Dear 

WSLAF response to A27 NMU Crossing Consultation

I am responding to the above consultation on behalf of the West Sussex Local Access Forum (WSLAF).

West Sussex Local Access Forum (WSLAF) is an independent advisory body, established under the Countryside and Rights of Way Act 2000, to give access advice to local authorities, statutory organisations and non-government organisations. In giving that advice, the Forum's main objective is to ensure the existing network of public rights of way (prows), as well as the wider access network, is protected and where possible enhanced. The Forum has a balanced membership of knowledgeable and experienced users (walkers, cyclists, horse riders and carriage drivers), landowners and other interests (including conservation, disabled access, landscape). For further information about the Forum please visit www.wslaf.org.

The Forum considers that the A27 is a significant north-south barrier to non-motorised users (NMUs) trying to safely access either the South Downs National Park (SDNP), or the Coastal Plain (CP). Crossing a busy dual carriageway at grade is an unattractive prospect for those seeking quiet countryside leisure and recreation, or a visit to the beach, whether walking, cycling, or horse riding.

WSCC's Rights of Way Improvement Plan (RoWIP) recognises the lack of NMU routes in the CP, especially bridleways, and the need to improve and provide safe access to the excellent network of routes north of the A27 in the SDNP. Members would like to see NMUs encouraged to leave their cars/horseboxes at home, but in order to do this facilities provided must be easy to access and use, follow a natural desire line, and be enjoyable.

WSLAF feels that NMU safety as regards their need to cross the A27 has been eroded over the years, with desired crossing points closed off, and facilities downgraded. Without the safety of a signalised crossing, walkers and cyclists using desire lines have to look out for gaps in the traffic, and wait in what is usually a small, noisy, intimidating central area gap, unsuitable for use by groups and impossible for equestrians, who have probably been most affected by the desire line closures.

The National Planning Policy Framework (NPPF), paragraph 75 states 'Planning policies should protect and enhance public rights of way and access. Local Authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way'. The Forum believes that providing a safe road crossing is just as

much a 'link' as providing a new public right of way. In both cases the intention is to provide a safe connecting network that all NMUs feel comfortable using.

Manor Road roundabout (North Lancing) and Downs Link underpass (Shoreham)

Historically the signalised at-grade crossing at the Old Shoreham Road/Coombes Lane junction has been a popular and well used access route to and from the Downs for all NMUs (walkers, cyclists and equestrians). It provides a direct route into the RoW network in the SDNP, and to the Downs Link promoted bridleway. However, increased traffic flows are now acting as a severe deterrent to its use, and the large amount of development planned for the area will only exacerbate the situation in the future.

Other crossing points used in this area by walkers and cyclists are, Manor roundabout, Manor Leisure Centre, and Hoe Court, all of which need some improvement, although none of them are suitable for equestrian use.

The Adur Local Plan, Policy 5 states that 'It will be essential to ensure that safe and improved pedestrian, cycle and equestrian access across the A27 to the South Downs is provided.'

We note that the proposals in the planning application for the New Monks farm development would close this junction, requiring walkers and cyclists to detour immediately alongside the A27 which will be unattractive to many users, and with no provision made for equestrians.

In our response to the planning application we considered that the proposed development at New Monks Farm offered the best possible opportunity for the delivery of a grade separated NMU crossing of the A27 at this location. Planning should be for the future, and facilities put in place to cope with requirements that will undoubtedly increase. Whilst a bridge crossing at this location is our preferred option, a proposal to improve the bridleway link using the western side of the River Adur and the A27 underpass was cautiously welcomed.

West Sompting between Lyons Farm(East Worthing) and Busticle Lane Sompting)

Four crossing points have been used in recent times along this part of the A27. However, due to increased traffic flows in recent years, and Highways England's installation of central reservation barriers, use has been curtailed, even though the need is still there.

Church Lane (favoured by road cyclists), and Dancton Lane have central reservation barriers, leaving only small gaps, which equestrians cannot use, and other users consider unpleasant and unsafe. The signalised crossings (Busticle Lane and Lyons Farm) are subject to heavy traffic flows so crossing here is certainly not a pleasant experience, and is a highly dangerous one for equestrians. Lambley's Lane benefits from slower moving traffic (due to traffic signals at Lyons Farm).

The Forum's preference would be for a bridge or Pegasus crossing somewhere in this location, easily and safely accessible from the south of the A27, with a shared use (walker, cyclist, equestrian) wide and screened path on the north of the A27, acting as a link between Busticle Lane, Dankton Lane, Church Lane, Lambley's Lane and Lyons Farm crossing points, so that all NMUs favoured onward routes into the SDNP can be made accessible.

This letter constitutes formal advice from the West Sussex Local Access Forum. West Sussex County Council is required, in accordance with section 94(5) of the Countryside and Rights of Way Act 2000, to have regard to relevant advice from this Local Access Forum in carrying out its functions.

Thank you for considering WSLAF's comments. Members look forward to being updated on progress on this matter, and would welcome being consulted in the future on any similar matters that may impact on access.

Yours sincerely

[Redacted Signature]

[Redacted Name]

Forum Officer

West Sussex Local Access Forum

Copy for information to: All WSLAF members



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West Sussex County Council

ADUR DISTRICT BUS REVIEW



West Sussex County Council

ADUR DISTRICT BUS REVIEW

TYPE OF DOCUMENT (VERSION) CONFIDENTIAL

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APPENDICES

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1 REVIEW OF BASELINE INFORMATION

1.1 BACKGROUND

1.1.1. WSP has been commissioned by West Sussex County Council (WSCC) to develop the Shoreham Area Sustainable Transport Package Study phase 2. As part of this project, WSCC requested the delivery of a Bus Service Review for Adur district. The objectives were to review existing services and to make any recommendations on potential service enhancements in the context of understanding the conditions affecting the operation of bus services.

1.1.2. This review is presented in three sections:

- A review of baseline information;
- A review of access to key facilities; and
- Recommendations.

1.2 BUS SERVICES IN ADUR

1.2.1. There are 16 local bus services currently operating in the district of Adur, comprising 12 urban/rural bus routes, 3 intercity routes operated by coach and a free bus service which operates every weekday between Holmbush shopping centre and various alternate destinations depending on the particular weekday.

1.2.2. In terms of service frequency, 4 services run between 3 and 6 buses per hour, 4 services run one bus per hour, while the rest of the routes operate only a few journeys per day.

1.2.3. The map presented in Figure 1-1 was issued in 2016 by WSCC and gives an overview of the bus services in Adur.

1.2.4. Reflecting the network which they operate in the district, Brighton & Hove Buses produces a more detailed map, showing the exact routes and locations of bus stops, including the services of other operators.

1.2.5. The map presented in Figure 1-2 was issued in 2018 and provides an overview of the bus routes in Shoreham and Southwick.

1.2.6. Covering the western side of the district, Stagecoach produces a map of services in Worthing and the surrounding area, but only for its own services. Figure 1-3 details the current Lancing map of Stagecoach services.

Figure 1-1 - Bus Services in Adur

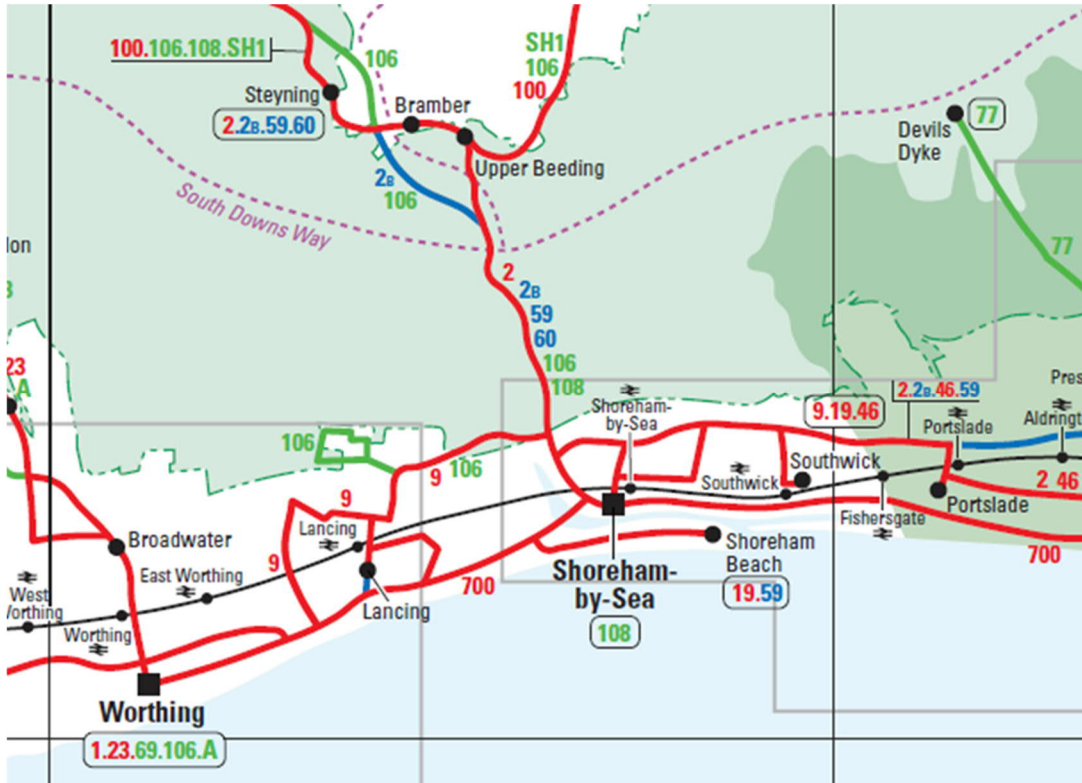


Figure 1-2 - Bus Routes in Shoreham and Southwick (2018)



Figure 1-3 - Lancing Area Map of Stagecoach Services



1.2.7. Table 1-1 presents further details about the routes, service levels and hours of operation of the 16 routes in Adur.

Table 1-1 – List of Bus Services and Level of Service Operating in Adur (as of June 2018)

Bus Route	Bus Operator	Destinations	Days of the Week	Start (week day)	End (week day)	Mon – Fri PEAK (bph)**	Mon – Fri OFF PEAK** (bph)
2/B	B&H	Steyning/Shoreham–Brighton	Mon-Sun	05:53	23:11	3	3
3	ST	Holmbush-Horsham	Thur/Sat ¹	09:47	15:57	every 2 hours (4 return journeys)	
7	Stg	Lancing-High Salvington	Mon-Sat	07:03	17:52	1	1
9	Stg	Shoreham-Arundel	Mon-Sat	06:33	18:34	1	1
16*	Com	West Tarring-Lancing Broadway Caravan Park ²	Mon-Sat	08:25	17:53	1	1
19/A*	Com	Shoreham Beach-Holmbush	Mon-Sat	07:38	17:20	1 (+1 journey SDO) + 1 journey on 19A SDO	1
25	NX	London/Gatwick-Worthing	Mon-Sun	03:29 (north)	01:36 (west)	4 journeys early morning (north) 3 journeys late evening (west)	
26	NX	London-Bognor Regis	Mon-Sun	08:45 (north)	20:41 (west)	1 journey each direction	
46	B&H	Southwick-Hollingbury	Mon-Sun	06:04	23:16	3 (widened) ³	3

¹ This service is operating on Thursday only from February 2019

² This service will be withdrawn to the east of Lyons Farm from April 2019

³ Widened means that at some points during the day the frequency is less than 3 times per hour with longer gaps between services than just 20 minutes

59	B&H	Shoreham Beach-Brighton	Mon-Fri	07:22	15:10	2 journeys	
59A*	B&H	Hove, Cardinal Newman School	Mon-Fri	07:22	15:10	1 journey 7:31 (SDO)	1 journey 15:10
60	B&H	Brighton-Hove-Portslade-Shoreham-Steyning	Mon-Fri	07:52	15:34	3 journeys	2 journeys
106	Com	Henfield-Worthing	Tue/Wed/Fri	09:30	13:00	1 journey	1 journey
315	NX	Helston-Eastbourne ⁴	Mon-Sun	09:03 (west)	19:10 (east)	1 journey each direction	
700/N	Stg	Brighton-Littlehampton	Mon-Sun	05:25	22:34	6	6
740	Com	Lancing-Steyning Grammar School	Mon-Fri	07:44	15:30	1 journey	1 journey
PULSE	Stg	Lancing-West Durrington	Mon-Sun	06:08	23:08	6	6
Holmbush Express	Com	Shopper Bus to Holmbush Shopping CentreS	Mon-Fri	09:30			1 journey

* *Subsidised Services operated under contract to WSCC*

** *Peak refers to the most intense operating period of the service, the precise timing of which varies for each individual bus route, but is generally between 7am and 10am, while off peak refers to service frequencies during the middle of the day.*

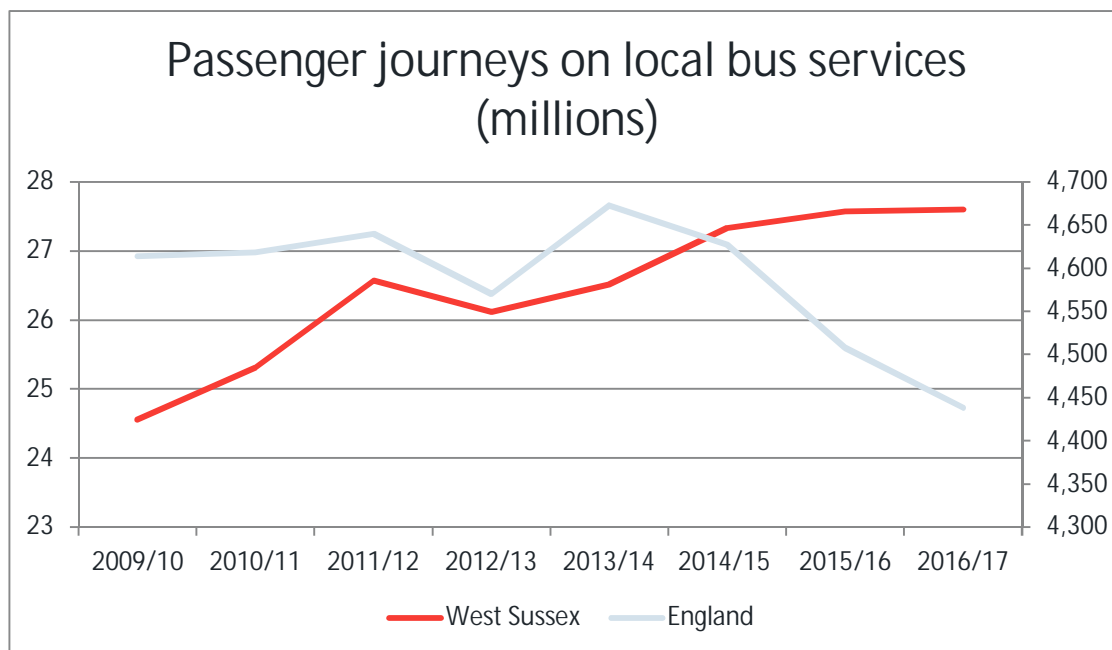
⁴ This service will operate from Bournemouth to Plymouth only from April 2019

- 1.2.8. As of June 2018, there were 5 operators sharing the bus service market in Adur, as presented below:
- 1.2.9. Stagecoach (Stg) services:
- Route 7 serving Salvington to Lancing via Worthing and Sompting;
 - Route 9 serving Arundel and Southwick via Lancing and Shoreham;
 - Route 700 serving Brighton and Littlehampton via Worthing and Shoreham;
 - Route N700, a night service operated between Brighton and Worthing only; and
 - Route “Pulse” serving Durrington to Lancing via Worthing.
- 1.2.10. Compass Bus (Com) services:
- Route 19 serving Shoreham, Shoreham Beach, North Shoreham and the Holmbush Centre (hourly) and one school journey on route 19A;
 - Route 106 serving Henfield, Steyning, Lancing and Worthing;
 - Route 16 serving Lancing and North Lancing, Sompting and East Worthing; The ‘Holmbush Express’ free service, linking the Holmbush centre with a different location on the coast and the rural South Downs each day; and
 - Route 740 school children only service connecting Lancing with Steyning Grammar School.
- 1.2.11. The frequency of Compass buses is typically lower than Stagecoach and Brighton and Hove due to the rural nature of the routes and the smaller communities they serve. Following a review of all supported services in West Sussex the County Council has proposed that the funding for the Route 16 service will be withdrawn to the east of Lyons Farm in April 2019, which means the route will no longer serve Adur District.
- 1.2.12. Brighton and Hove Buses (B&H) services:
- Route 2 connecting Brighton with Southwick, Shoreham and Steyning;
 - Route 46 linking Southwick and Shoreham with communities to the east including Brighton and Hove;
 - Route 59/59A connecting Shoreham, Southwick with Portslade, Hove and Brighton; and
 - Route 60 connecting Brighton, Hove, Portslade, Shoreham and Steyning.
- 1.2.13. Southern Transit (ST) service:
- Route 3 operating between Holmbush and Horsham during the off-peak period on Thursdays and Saturdays only. The Saturday service is due to be withdrawn from February 2019.
- 1.2.14. National Express (NX)
- Route 25/26 which operates regular low frequency services to London/Gatwick Airport; and
 - Route 315 which operates between Eastbourne and Helston in Cornwall. This service will serve Bournemouth to Plymouth only from April 2019.

1.3 PATRONAGE

- 1.3.1. No data is routinely made available by the operators to WSCC in respect of Adur District alone although total patronage on bus routes in West Sussex is reported and issued under the DfT Bus Statistics series. This indicates that patronage is observed to be increasing marginally year on year, in contrast to the recent trend for England as a whole, as illustrated in Figure 1-4.

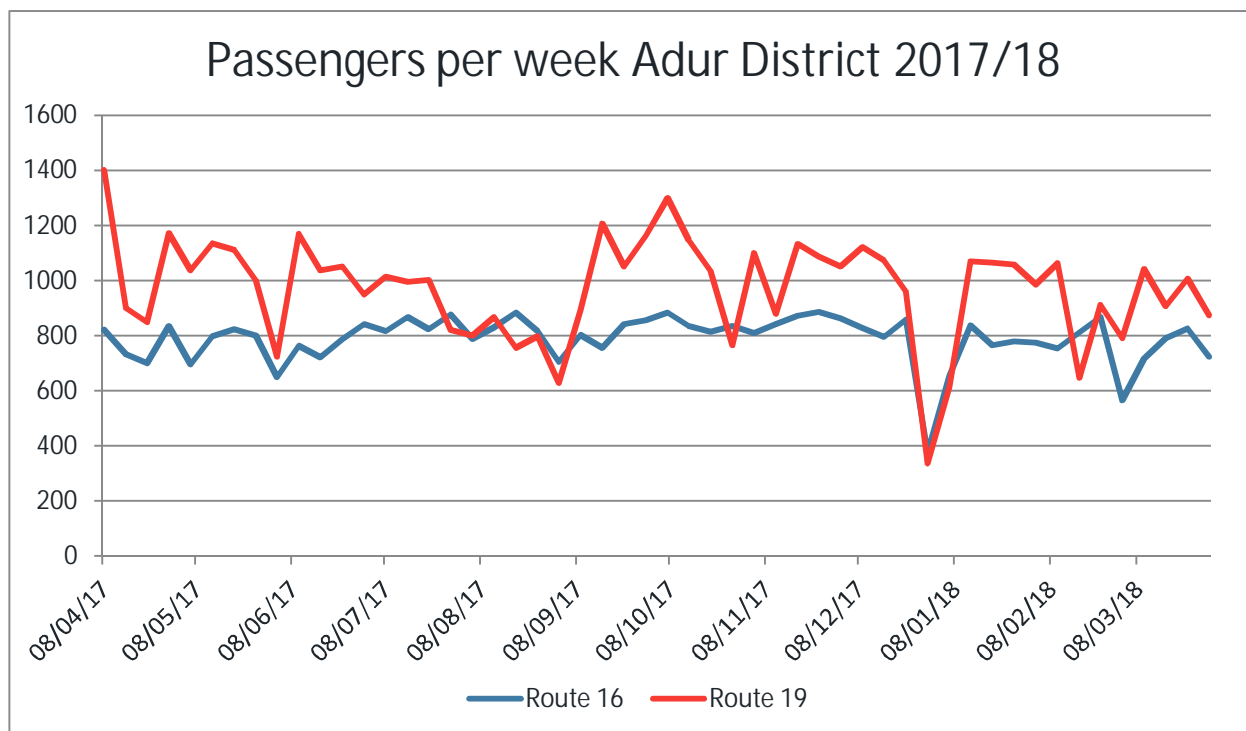
Figure 1-4 - Patronage Trend on Local Bus Service (DfT)



1.4 SUBSIDISED SERVICES

- 1.4.1. WSCC supports socially necessary bus services; the current net spend (2018/19) on supported services is around £1m pa. Since 2012 around £2m pa has been saved from the WSCC supported bus services budget across the whole of West Sussex with these savings focused on removing services at weekends and for children who are not entitled to free home to school transport. WSCC is currently reviewing its bus strategy including the criteria for supported services and a further reduction in the budget for supported services is being planned.
- 1.4.2. Around £161k of the total amount was spent on supporting three bus routes in Adur in 2018/19, however this will reduce to around £81k from 2019/20. This is because Route 16 is being withdrawn from Adur District, along with a duplicate school bus service on Route 19 with the school service no longer serving parts of Upper Shoreham.
- 1.4.3. All other routes in the district are commercially operated and do not receive contract payments from the local authority, although reimbursement is made for the carriage of English National Concessionary Travel Scheme (ENCTS) pass-holders. Although not subsidised by WSCC, it is noted that the ‘Holmbush Express’ is sponsored by Holmbush Shopping Centre and therefore not a service provided commercially by the operator.
- 1.4.4. The whole service on route 16 was operated under contract to WSCC by Compass at a cost of £97k per annum in 2018/19. The cost for the route element in Adur District is estimated at £36k based on a 37/63% route mileage split between Worthing Borough and Adur District. Route 16 is estimated to carry around 789 passengers per week based on patronage data for 2017/18 and assuming the same route mileage split as shown in Figure 1-5 and Table 2.
- 1.4.5. The whole service on route 19/A is operated under contract by Compass at a cost of £110,000 per year. Route 19 carries around 973 passengers per week based on figures for the 2017/18 financial year as illustrated in Figure 1-5 and Table 2.

Figure 1-5 - Passengers Per Week Adur District 2017/18



- 1.4.6. The return school journey from Shoreham to Hove Cardinal Newman School on route 59A is operated under contract by B&H at a cost of £15,400 per annum (Revenue Guarantee). Patronage on route 59A reaches around 198 passenger journeys per school week (Jan 2018 figure).
- 1.4.7. Table 2 summarises the cost and passengers of the contracted services, including subsidy per passenger trip.
- 1.4.8. Route 16 had an estimated average subsidy per trip in 2018/19 of £1 per passenger, with most of its users known to benefit from holding an ENCTS (English National Concessionary Travel Scheme) pass. As noted above, it is proposed that this service is withdrawn from operation east of Lyons Farm from 2018/19.
- 1.4.9. Route 19 had an estimated average subsidy of £2 per trip in 2018/19 with 70% of users holding an ENCTS pass, with this estimated to reduce to £1.19 from 2019/20 with the removal of a duplicate school service and with the school service no longer serving parts of Upper Shoreham. It is noted that this service is used by a mix of young people accessing education, working age residents accessing shops and travelling to work, and older people accessing local facilities.
- 1.4.10. Route 59A had an average subsidy of £1.27 per trip in 2018/19 with most of the users being school children who are not entitled to free home to school transport from the authority, with this subsidy expected to continue at a similar level into 2019/20.

Table 1-2 – WSCC Adur District Contracted Bus Routes (2018/19)

Routes	Cost per Annum Adur	Annual Patronage Adur	Average Pax per week	Subsidy per trip	Users
16 ⁵	£35,236	41,340	773	£1.00	93% concessionary fare (based on whole route)
19	£110,000	54,886	1,056	£2.00	70% concessionary fares
59A	£15,400	12,080	198	£1.27	mostly non-entitled children

1.5 WEST SUSSEX BUS STRATEGY REVIEW

1.5.1. WSCC is in the process of reviewing its bus strategy, including the criteria for supported services and is planning for a reduction in the budget for supported services from April 2019. This is because of continuing reductions in grant funding for local government services from Central Government and increasing pressures on local authority budgets. The significant pressure on subsidy for all services is resulting in difficult decisions having to be made about the future of financial support for some services. Consideration of subsidy reduction challenges is beyond the scope of this study which attempts to consider if there may be recommendations for altering or improving existing services, or providing services to fill identified gaps.

1.6 CONCESSIONARY PASS HOLDERS

1.6.1. The English National Concessionary Travel Scheme (ENCTS) is administered in West Sussex by WSCC and covers:

- Older person's⁶ bus pass: free off-peak (weekdays from 9.30am to 11.00pm and all day at weekends and on bank holidays) bus travel in England;
- Disabled person's bus pass: free travel at any time in West Sussex, and elsewhere across England subject to local timing restrictions; and
- As a discretionary addition, companion passes are also available to a holder of a disabled person's pass.

1.6.2. As an alternative (not in addition), WSCC offers railcards for older and disabled people, giving one third off rail travel.

1.6.3. A previous discretionary taxi voucher scheme has been withdrawn by Adur District Council.

⁵ The split for cost and patronage for Route 16 for Adur is estimated based on route mileage in Adur District and Worthing Borough

⁶ Available from the female State Pension age, whether a man or a woman

1.6.4. Total ENCTS passenger journeys and the average number of journeys per pass for West Sussex as a whole are shown in Table 1-3. The total number of journeys adds up to around 10 million a year across the county. Again, these particular figures are not available at the district level.

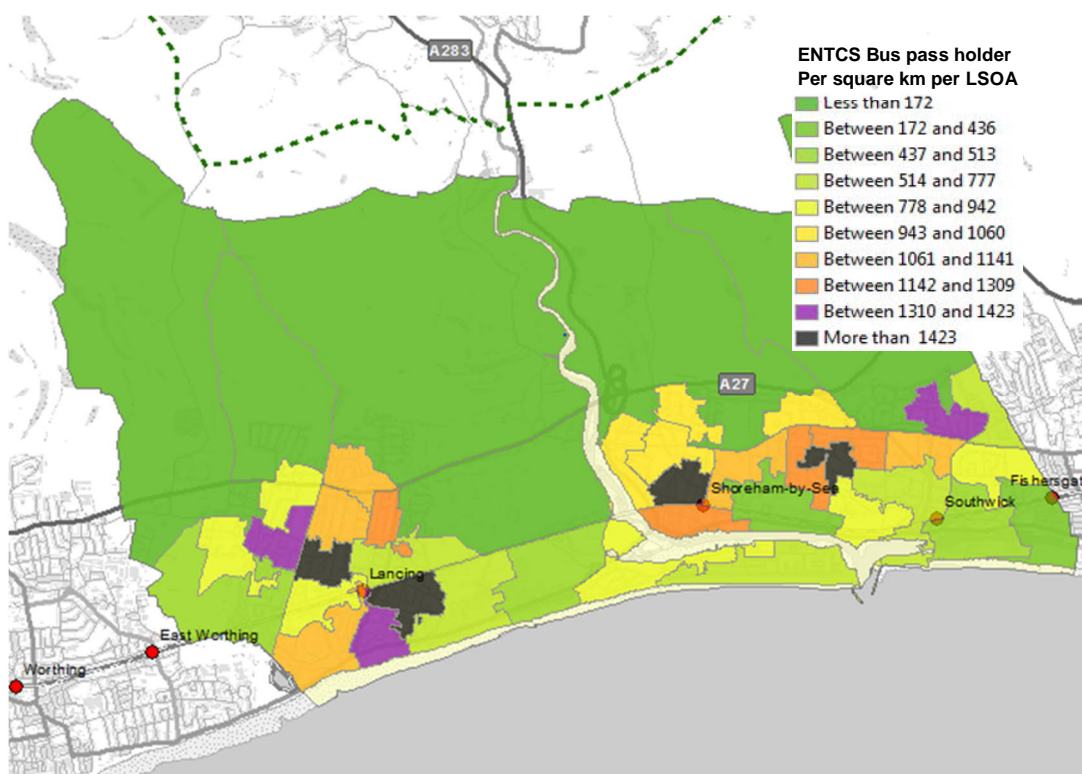
Table 1-3 – Concessionary Passenger Journeys in Adur

Measure	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16
Total journeys	10,016,754	10,372,162	9,966,503	10,198,720	10,399,336	10,172,910
Journeys per pass	66	63	60	60	59	56

1.6.5. The home postcode address of pass holders has however been made available and

1.6.6. Figure 1-6 illustrates the geographical distribution of the 14,700 registered ENCTS bus passes holders at April 2018, in terms of density per LSOA⁷.

Figure 1-6 - Adur District ENCTS Bus Pass Holders Density per LOSA



⁷ LSOA – Lower Layer Super Output Areas are a geographic hierarchy designed to improve the reporting of small area statistics in England and Wales

1.6.7. Clearly, with this number of passholders, most densely concentrated in the urban areas of the district, the ENCTS is a readily-accessible and positive means of improving mobility for older people and the disabled.

1.7 INFORMATION

- 1.7.1. Bus timetables are available to download from the Stagecoach, Brighton & Hove and Compass operator websites, the regional Traveline (South East) website, and through other online sources and are thus widely available.
- 1.7.2. While WSCC occasionally produces a map of all services in the county⁸, no integrated map of all bus services in Adur only is to be found, unlike for other towns in the county. As evidenced in section 1.2, operators do produce their own maps, but these only include limited information about other operator's services. Coordinated bus route mapping information provision across Adur District and Worthing Borough could be an area to explore.
- 1.7.3. Real time bus information is now available for a large number of bus stops in West Sussex⁹ including Lancing and Shoreham and it is possible to access the information from the WSCC website¹⁰.

1.8 FARES

1.8.1. Table 1-4 illustrates the variation between operators and the extent of fare options available.

Table 1-4 – Sample Bus Fares (as of June 2018)

Operator / Fare Type	Sample Fare	Payment Accepted
B&H		
City Single	£2.60	Smartcard, App, Bank Card, Cash, Paper Tickets, Scratch Card
Short hop	£2.00	
CentreFare	£2.20	
CitySAVER – Map of CitySAVER area	£5.00	
NetworkSAVER	£7.00	
Family NetworkSAVER	£10.00	

⁸ https://www.westsussex.gov.uk/media/6672/getting_around_west_sussex.pdf

⁹ <https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/bus-and-coach-travel/travel-assistance/electronic-information-at-bus-stops/>

¹⁰ <https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/bus-and-coach-travel/plan-your-journey/bus-stops-and-next-buses/>

A number of discounted prices for young people, students...	From 0.50p	
Stagecoach		
Single on Bus	£4.70	Smart Card, App, Bank Card, Cash, Paper Tickets, Scratch Card
Return	£8.00	
A discount for daily, weekly, monthly ticket + riders and other promotion fares	From £2.50	
Compass		
Depends on routes, includes a range of discounted fares	From £2.00	Smart Card, Cash, Paper Tickets, Scratch Card

- 1.8.2. As a consequence of Shoreham being a relatively small town, and not having a town bus network provided by a single dominant operator, there is no local fare zone and so any period tickets are sold by operators for access to the operator’s network as a whole (i.e. in some cases for travel far beyond Adur District). While this is not a particular issue for elderly and disabled passengers (in the off-peak, as set out below), it could be a limiting factor in attracting adult fare-paying passengers for local trips.
- 1.8.3. Other promotional fares available at network level include:
 - **Plusbus** - unlimited bus travel within the Brighton zone added to your train ticket. Prices for the Brighton zone are (includes Shoreham) Adult: £3.70, Child: £1.85, Railcard holder: £2.45; and
 - **Discovery** - one day's unlimited travel on all the main bus services in West Sussex, East Sussex, Surrey, Brighton & Hove and East Hampshire. Prices are: Adult: £9.00 Child: £7.20, Family (up to five people): £17.50.
- 1.8.4. The typical bus fare for children aged 5-15 years is half of the adult fare, except on Stagecoach services where two-thirds of the adult fare applies. Children under 5 travel free on all bus services, as a commercial concession offered by bus operators.
- 1.8.5. There may be opportunities to use an enhanced bus partnership to explore the potential for better coordination of fares in the area.

1.9 COMMUNITY TRANSPORT SERVICES

- 1.9.1. There are three companies which provide community transport services in Adur: Adur Dial and Ride, Royal Voluntary Service and ACT (Adur Community Transport). These are described, on the respective websites as of June 2018, as follows.
- 1.9.2. Adur Dial-a-Ride provides a door-to-door service for anyone with a disability, whether this is hidden or obvious, in Adur who finds using public transport challenging – regardless of age. Bookings can be made for various activities, including shopping, visits to see friends or medical appointments and other reasons. The vehicles are specially adapted to help less-able passengers or those with additional needs and have lift platforms for wheelchairs. Booking is available by phone, up to 24 hours before travel time. The service is provided by Dial-a-Ride Southern Services across both Adur and Worthing, and additional destinations outside these areas are possible by request. The service

operates between 9am and 5pm, Monday to Saturday other than on Bank Holidays. The service is said to be less expensive than local taxis. The company has at least 4 wheelchair accessible minibuses. <http://dial-a-ridesouthern.org.uk/>

- 1.9.3. Royal Voluntary Service operates the Adur Good Neighbours Transport Scheme. It helps people to get out and about where mobility issues such as limited public transport can make it difficult to stay in touch with their local community, including getting to the shops, visiting friends and family and attending medical appointments. The service operates between 9:30am and 4pm, Monday to Friday other than on Bank Holidays. The service is said to be less expensive than local taxis as it is operated by volunteers who use a combination of their own cars or adapted vehicles or mini-buses, depending on the local area. <https://www.royalvoluntaryservice.org.uk/hubs/1480-coastal-west-sussex>
- 1.9.4. ACT offers minibuses for Adur community groups, with or without volunteer drivers, at minimum cost aiming to support voluntary groups and charities. <http://new.adurva.org/adur-community-transport>
- 1.9.5. In addition to the above, the following transport services also exist to provide access to health services¹¹:
- NHS Non-Emergency Patient Transport Service (NEPTS);
 - St John Ambulance – Non-Emergency Patient Transport Service; and
 - British Red Cross Transport Service.
- 1.9.6. Initiatives such as Total Transport (with Brighton, East Sussex and Surrey), which look to draw together all forms of government-sponsored or commissioned passenger transport, have been trialled but progress across multiple agencies can be slow.
- 1.9.7. Across Adur and Worthing Councils (A&WCs), Community Transport Sussex (CTS)¹² is being awarded A&WCs revenue grant for community transport across the council areas¹³ to administer and develop more sustainable community transport services. This forms part of the mitigation for the changes to conventional bus services which will be implemented from April 2019.

1.10 RAIL SERVICES

- 1.10.1. As an alternative option for some local (within Adur) and regional (along the south coast and London-bound) journeys, it is noted that there are four railway stations within the district (Lancing, Shoreham-by-Sea, Southwick and Fishersgate) which provide direct links with Brighton, Worthing, Portsmouth, Southampton, London Victoria and London Bridge. The following services, expressed as trains per hour (tph), typically operate through Adur District throughout a weekday with a small number of additional direct services from Shoreham-by-Sea and Lancing to London Bridge at peak times, as well as journeys to the west country and beyond:

¹¹ <https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/community-transport/travelling-to-hospital-and-healthcare-facilities/>

¹² <http://ctsussex.org.uk/>

¹³ £10,305 in Adur District and £15,510 in Worthing Borough for the period October 2018 to March 2019

- London Victoria < > Littlehampton via Hove (2 tph calling at Shoreham-by-Sea, 1 tph calling at Lancing);
- Brighton < > West Worthing (2 tph calling at Lancing, Shoreham-by-Sea, Southwick and Fishersgate);
- Brighton < > Southampton Central (1 tph calling at Lancing, Shoreham-by-Sea, Southwick); and
- Brighton < > Portsmouth & Southsea (1 tph calling at Lancing, Shoreham-by-Sea, Southwick).

1.10.2. The main rail franchise in Adur, branded as Southern, provides the local network as part of the larger Thameslink, Southern and Great Northern franchise and is operated by the Govia Thameslink Railway. The current franchise period started in autumn 2014 and is planned to end in September 2021.

1.10.3. The Office of Rail and Road (ORR) publishes estimates of station usage for all rail stations in Great Britain. The latest available data for the four stations in Adur District is presented in Table 1-5.

Table 1-5 – Rail Stations – Estimates of Usage and Year-on-Year Change

Station	2015/16	2016/17	Percentage Change (on 2015/16)
Fishersgate	123,724	92,456	-25.27%
Lancing	966,792	751,372	-22.28%
Shoreham-by-Sea	1,458,128	1,138,952	-21.89%
Southwick	362,072	261,172	-27.87%

1.10.4. In all cases, the explanation of the change in usage given in the data file from ORR is “Southern industrial action and timetable changes”.

1.10.5. This shows that all stations are served in reasonable proximity, by a number of bus services, offering a range of local connections.

1.10.6. Table 1-6 presents the physical integration at railway stations with local bus services. This shows that all stations are served in reasonable proximity, by a number of bus services, offering a range of local connections.

Table 1-6 – Bus Services at Railway Stations

Railway Stations	Bus Service (access within 400m or less)	Proximity Bus Services (400m to 500m)
Fishersgate	60	1, 1A, 66, 95A
Lancing ¹⁴	7, 9, 106 and Pulse (740,19A)	-

¹⁴ Route 16 also serves Lancing but this is being withdrawn from Adur District in April 2019

Shoreham on Sea	2, 3, 9, 19, 60	-
Southwick	46, 60, 700	-

1.11 OTHER BACKGROUND INFORMATION

1.11.1. A number of notable new developments are currently planned around Adur:

- New Monks Farm¹⁵ : At the time of writing, preliminary discussion had started on this development including a potential sum of money to support bus services to the site. There is a bus gate planned for this to eventually provide restricted access via Hayley Road for bus/cycling/pedestrians only once a new junction on the A27 is provided as part of that development. Whilst no agreement has been reached about the specific routing plan, it is assumed that the Stagecoach route 9 will divert into the site (and possibly to the IKEA store); and
- Shoreham Airport development is expected to result in minor enhancements to the bus stops on Old Shoreham Road to the east of the toll bridge.

1.11.2. School locations are presented in Figure 7. Red dots illustrate the locations of the main secondary schools while the grey dots illustrate the locations of primary schools. Bus services to the main secondary schools in the district are as follows:

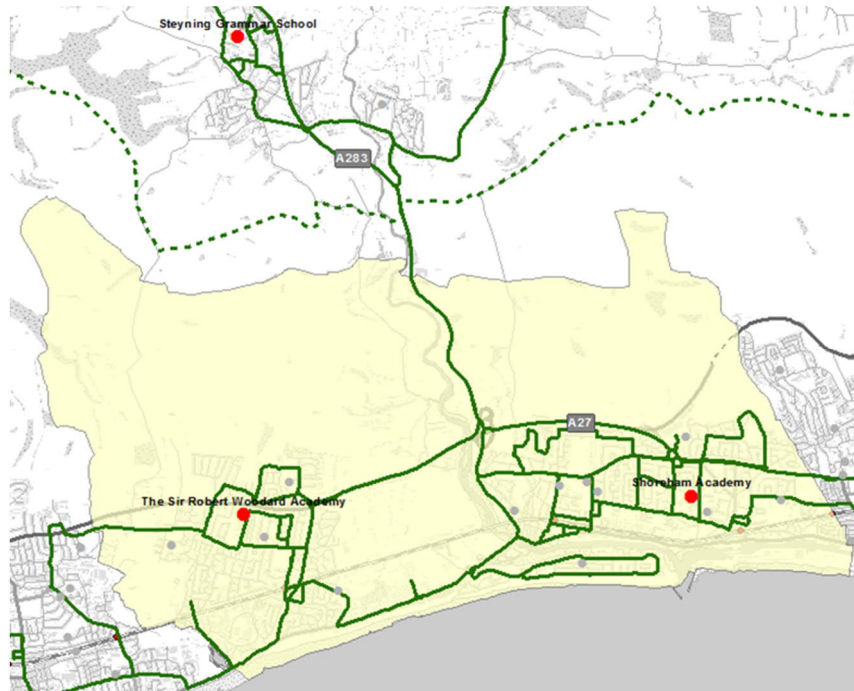
- Shoreham Academy is served by routes 2, 2B, 9, 19, 46 and 60; and
- Sir Robert Woodard Academy is served by routes 7, 19A and 106¹⁶ .

1.11.3. Additionally, Steyning Grammar School (in neighbouring Horsham district) is served by routes 2, 2B, 59, 60, 106 and 740.

¹⁵ This development has been approved subject to the S106 legal agreement and potential call-in by the Secretary of State

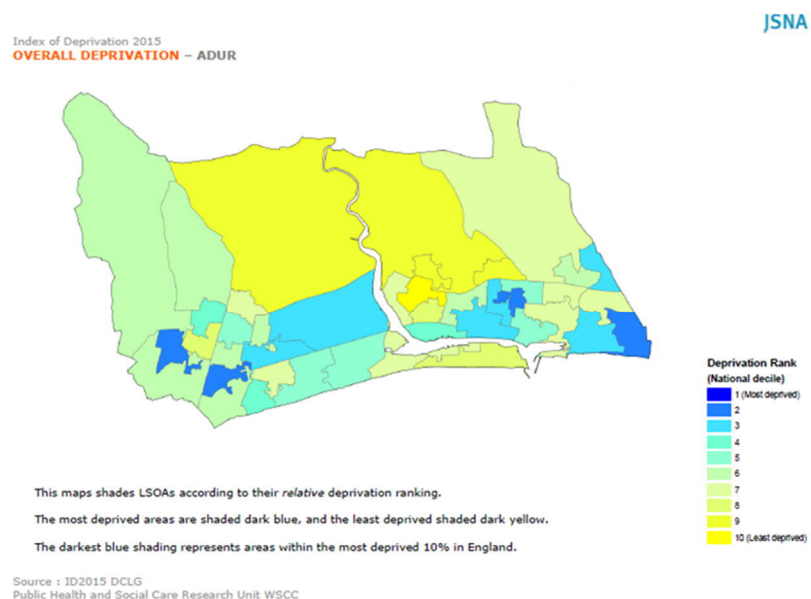
¹⁶ Route 16 also serves SRWA but this is being withdrawn from Adur District in April 2019

Figure 1-7 – Map of School Locations and their Bus Routes (as of June 2018)



- 1.11.4. The main hospitals accessible to Adur residents are Southlands Hospital and Worthing Hospital, as well as the Royal Sussex County Hospital in Brighton. It is noted that ease of bus access for Adur residents, in particular to Worthing Hospital, has been raised as an issue to consider within this review.
- 1.11.5. The map presented in Figure 1-8 demonstrates that 10 areas in Adur are in the top 3 most deprived deciles nationally. More discussion around this in relation to the methodology used in this report is contained in Chapter 2.

Figure 1-8 – Deprived Area Map



- 1.11.6. The selection of the deprived areas targeted the two highest deprived categories in Adur (national decile 2 and 3) illustrated in Figure 1-9 and which accounts for 10 LSOAs across the district.

1.12 SUMMARY OF BASELINE CONDITIONS

- 1.12.1. The baseline review of bus services in Adur highlights that 16 bus routes currently operate in the district, providing links at various level of service between Shoreham and main surrounding towns and cities.
- 1.12.2. Most of the network is operated commercially, while 3 services are subsidised by WSCC.
- 1.12.3. Figure 2 illustrates that, at least spatially, within the urban areas of Shoreham and Southwick most of the principal roads in the area are served by buses, with only the Kingston Lane/Cross Road area lacking penetration.
- 1.12.4. Another notable feature, mirroring the highway network, is that there are only two main bus routes which provide for travel over the River Adur (linking Shoreham with Lancing and on to Worthing) – route 9 via A27 and route 700 via A259.
- 1.12.5. In terms of timetable coverage, however, the area around Buckingham Park (between Upper Shoreham Road and the Shoreham Bypass) and Shoreham Beach are mainly served by an hourly service (with additional peak-time routes), which is provided under contract to WSCC. Away from main roads, other roads are also served by hourly (or less frequent) routes.
- 1.12.6. There are 5 operators sharing the bus market around Shoreham, which limits the opportunities for integrated fare structures, unified ticketing and provision of comprehensive information.
- 1.12.7. There are also a number of community and hospital services available to the residents of Adur.
- 1.12.8. Total bus patronage in West Sussex is marginally increasing year on year, while overall the patronage on subsidised services in Adur has decreased.
- 1.12.9. ENCTS bus pass holders are dispersed across Adur, with pockets of higher concentrations in some areas.
- 1.12.10. Issues noted by WSCC in relation to Adur are congestion (not limited to but particularly prevalent on key corridors such as the A27 and A259), lack of existing bus priority in Shoreham (with few opportunities given competing demands for limited road space), and comments about ease of access to Worthing Hospital (by patients and staff).
- 1.12.11. WSCC is in the process of reviewing its bus strategy, including the criteria for supported services and is planning for a reduction in the budget for supported services from April 2019. This is because of continuing reductions in grant funding for local government services from Central Government and increasing pressures on local authority budgets. The significant pressure on subsidy for all services is resulting in difficult decisions having to be made about the future of financial support for some services. Consideration of subsidy reduction challenges is beyond the scope of this study which attempts to consider if there may be recommendations for altering or improving existing services, or providing services to fill identified gaps. The analysis in the next stage of the project will consider any general recommendations on potential amendments to bus services to better serve local need, with a focus on access to main hospitals and schools and with a particular regard to the distribution of deprivation and ENCTS pass holders.

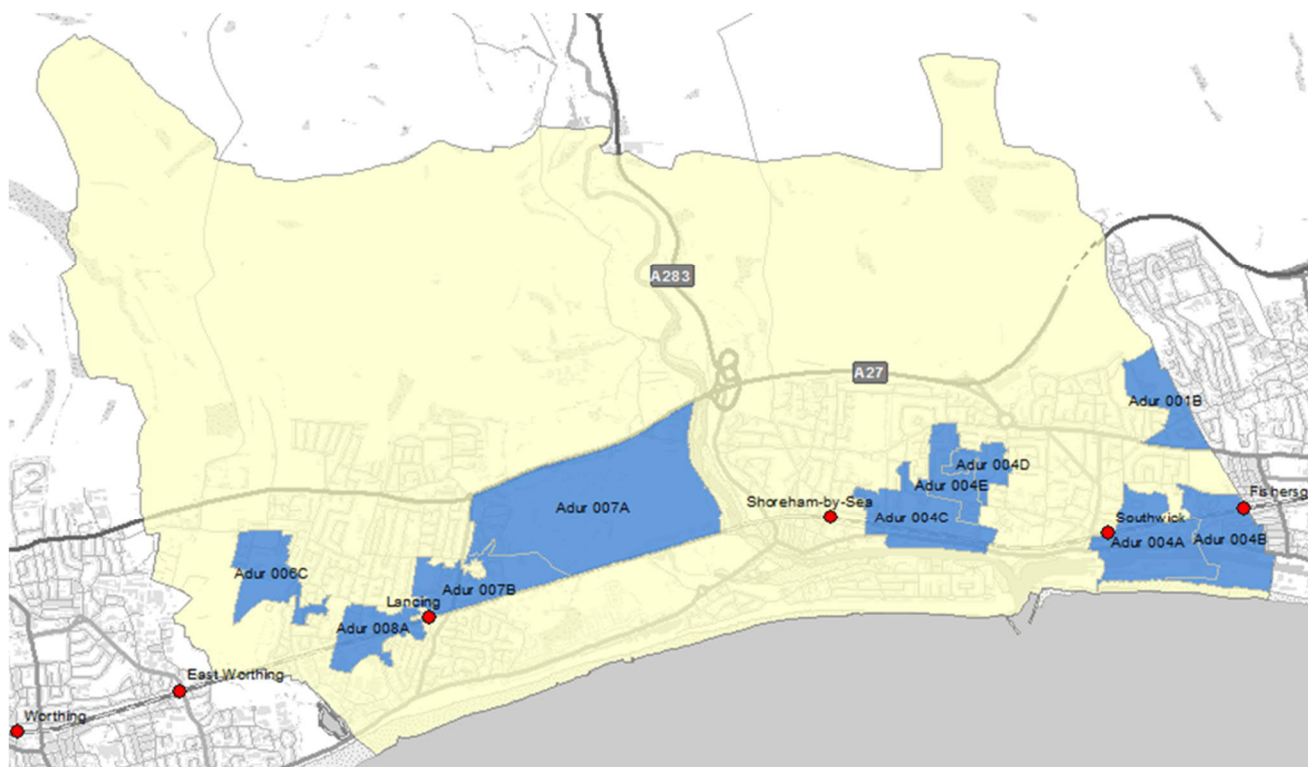
2 ACCESS TO KEY FACILITIES

2.1 METHODOLOGY

- 2.1.1. This bus review provides a general analysis of the bus network's coverage, and also aims to understand how well priority groups are linked to key health and education facilities.
- 2.1.2. In order to understand how well the priority groups bus route access is served a number of priority areas were selected. The selection evolved around the use of two indices reflecting population groups which do not necessarily have ready access to alternative means of travel (e.g. private car) and therefore would rely on local buses or other forms of public transport:
- Deprived areas (e.g. low income)
 - Areas with a high concentration of ENCTS pass holders
- 2.1.3. The Index of Multiple Deprivation (IMD) 2015, published by Ministry of Housing, Communities & Local Government was utilised to identify the Lower Super Output Areas (LSOA) which are the most deprived in Adur. The IMD ranks every LSOA in England from 1 (most deprived area) to 32,844 (least deprived area) combining information from seven domains to produce an overall relative measure of deprivation. The domains are:
- Income Deprivation
 - Employment Deprivation
 - Education, Skills and Training Deprivation
 - Health Deprivation and Disability
 - Crime
 - Barriers to Housing and Services
 - Living Environment Deprivation¹⁷
- 2.1.4. More specifically, the deprivation 'deciles' were utilised. Deciles are calculated by ranking the 32,844 LSOAs in England from most deprived to least deprived and dividing them into 10 equal groups. These range from the most deprived 10% of neighbourhoods nationally to the least deprived 10% of neighbourhoods nationally.
- 2.1.5. The selection of the deprived areas targeted the two highest deprived categories in Adur (national decile 2 and 3) illustrated in Figure 9 and which accounts for 10 LSOAs across the district.

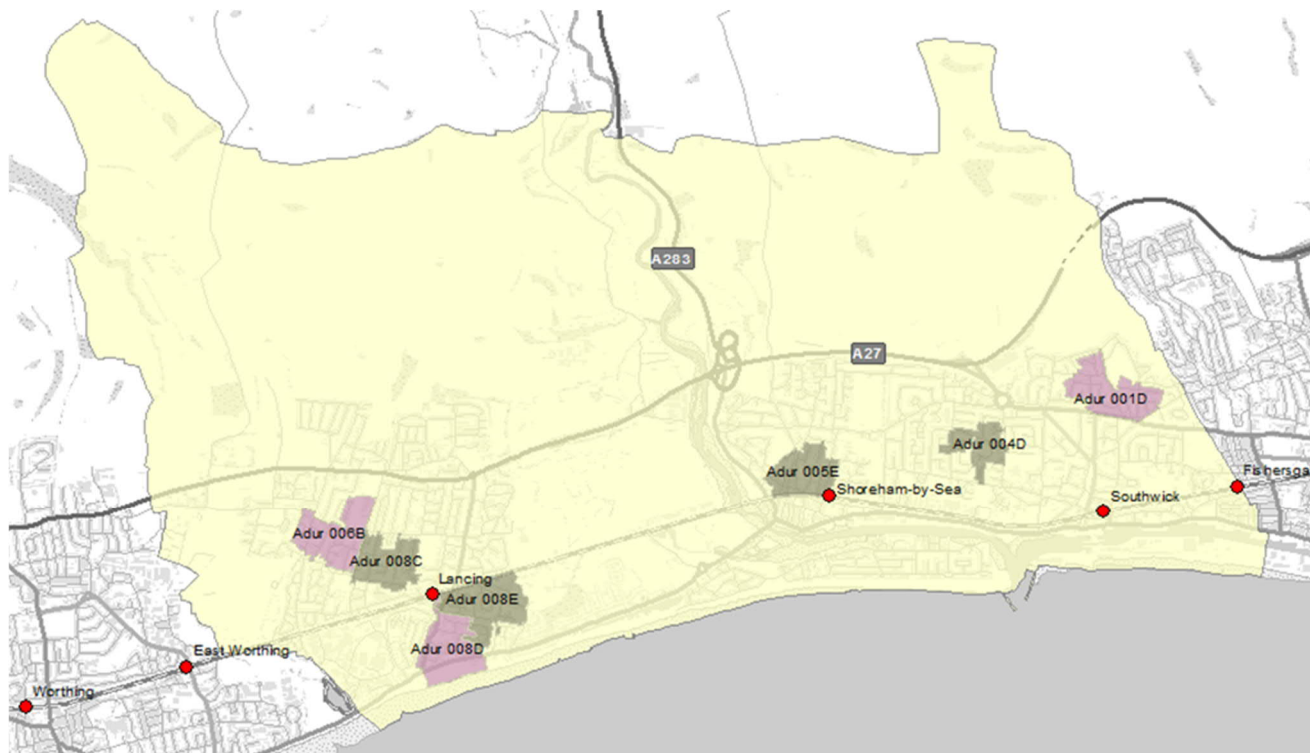
¹⁷

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/579151/English_Indices_of_Deprivation_2015_-_Frequently_Asked_Questions_Dec_2016.pdf

Figure 2-1 – Most Deprived Areas in Adur (IDM 2015)


- 2.1.6. The areas with highest concentration of ENCTS pass holders were selected based on geographical analysis of post code data for ENCTS pass holders across LSOAs. This was intended to remain consistent with the mapping of the most deprived LSOAs in Figure 2-1.
- 2.1.7. The anonymised post code data for ENCTS pass holders was obtained from WSCC and contains over 14,000 records. Each post code was geocoded and allocated to the relevant LSOA.
- 2.1.8. The total number of ENCTS pass holders per LSOA was then compared to the LSOA surface to obtain the density of ENCTS pass holders for each LSOA per square km. The LSOAs were split into ten categories using the Jenks natural breaks classification method.
- 2.1.9. As with the areas of deprivation, two priority groups were selected. In this instance the LSOAs with the highest density of ENCTS pass holders were selected, as reflecting areas where residents are likely to have a higher dependence on local buses or other forms of public transport.
- 2.1.10. Figure 2-2 illustrates the 7 selected areas with highest densities of ENCTS pass holders (the grey areas present the highest concentrations of pass holders with over 1423 passes per square kilometre, and the purple areas present the next highest LSOAs concentration of pass holders at between 1310 and 1423 passes per square kilometre).
- 2.1.11. Although ENCTS pass holders are predominantly older people, the LSOAs identified in relation to ENCTS pass holders have also been taken as a proxy of potential wider public transport access needs in an LSOA. Therefore, these LSOAs have also been assumed to be relevant to both the hospital and school access needs analysis in the next section.

Figure 2-2 – LSOAs with High Density Pass Holders in Adur



- 2.1.12. Overall, 16 individual LSOAs were identified as a result of the data analysis. Only one LSOA, Adur “004D”, located between Shoreham and Southwick, appears in both the most deprived areas and the highest concentration of ENCTS pass holders. Although identified as being deprived areas, it is noted that a substantial portion of LSOA 007A is made up of the airport while Shoreham Harbour operations cover significant parts of LSOAs 004A and 004B.
- 2.1.13. As mentioned in paragraph previously in Chapter 1, there are two main hospitals in and around Adur:
- Worthing Hospital (Worthing) – provides a full range of general acute hospital services including A&E, maternity, outpatients, day surgery and intensive care. It is also home to the West Sussex Breast Screening service; and
 - Southlands Hospital (Shoreham) – provides outpatient, diagnostic and day surgery services alongside a new, purpose-built ophthalmology centre for eye patients.
- 2.1.14. The Royal Sussex County Hospital, Eastern Road, Brighton, east of the city centre, also serves residents on the eastern side of Adur District. There are two secondary schools (academies) in Adur – one located in Lancing, the other in Shoreham. There is also a grammar school located in Steyning (in Horsham district).
- 2.1.15. Existing bus services for each of the five key facilities have been assessed against the relevant prioritised LSOAs to understand if there are direct links available and if no direct link is available whether:
- There is a need to provide a missing link;
 - There is a potential change to be further understood to create the missing link (“Service adjustment”); and

- There is a more radical solution to provide the missing link (“Other new or extended bus route solutions”).

2.2 REVIEW OF HOSPITALS

- 2.2.1. Both hospitals have been reviewed on the basis of the methodology set out above. As a general comment, it is worth noting that Adur Dial-a-Ride and the RVS Good Neighbours Transport Scheme provide services across the whole district which have a strong emphasis on (physical) mobility and are thus highly relevant to the elderly and those with limited mobility (which includes those for whom the cause is related to deprivation).
- 2.2.2. Links to and from Worthing Hospital and potential improvements have been considered in Table 2-1.

Table 2-1 – Worthing Hospital Review

Facility name	Worthing Hospital
Description	A&E
Address	Lyndhurst Rd Worthing BN11 2DH
Bus services within 400m linking to Adur District (at June 2018)	9, 16, 106 and Pulse
Distance from closest railway station	1.2 km (Worthing)
<p>Map (existing services directly serving Worthing Hospital in green):</p>	

Opportunities to improve direct bus links to priority areas	Routing adjustment to existing services	Other new or extended bus route solutions
Adur 001B	-	2. Considering creating a new bus service to provide missing link to all areas; or 3. extend route 16 to all areas
Adur 004A	1. Consider re-routing service 700 via Worthing Hospital	
Adur 004B		
Adur 004C		
Adur 005E	-	
<p>Comments:</p> <p>1: - Opportunity to provide a direct, high frequency, faster service from Shoreham A259 corridor, and from LSOAs 004A, 004B and 004C to Worthing Hospital, by considering re-routing of Stagecoach 700 service.</p> <ul style="list-style-type: none"> - Potential dis-benefit to existing users of 700 which would be diverted from the seafront (A259). - Longer service distance may not be attractive for service operation. This will require 7 minutes (total across out and return legs) additional running time in the route cycle time. This is likely to involve the addition of another vehicle into the cycle throughout the day. <p>2 & 3: Creation of an additional or extended service to link Worthing Hospital with more areas of Shoreham and Southwick is likely to be challenging. If only used by patients, visitors and staff of the hospital, the service is unlikely to cover its cost and will require some form of subsidy which may be difficult to justify in the economic climate. Service 16 is due to be withdrawn east of Lyons Farm and will not serve Adur District from April 2019 due to reductions in revenue funding to support this service. An alternative option to extend the routing further east to serve Shoreham and Southwick is unlikely to attract significant wider demand due to longer journey times in comparison to the Stagecoach 700 service. The Stagecoach 700 service operates commercially so a subsidised service should not be competing with this. The 700 service also operates along part of the same route as the 10-minute frequent Pulse service between Western Road (near to Brooklands park) and Brougham Road enabling a change to access the hospital via the Pulse. Residents of the eastern end of Adur District at Southwick and Fishersgate are also geographically closer to the Royal Sussex County Hospital, than Worthing Hospital. Although there is no existing direct service from Adur District to the Royal Sussex County Hospital, this may be a more attractive option than Worthing Hospital.</p> <p>It should be noted that removal of Route 16 from Adur District will mean that residents of Adur LSOA 006C will also need to use the Pulse route on Western Road to access Worthing Hospital. There will be no direct service for residents close to West Street, Sompting, however the Pulse is a much greater frequency service (10 minutes).</p> <p>Adur LSOAs 001B, 004C, 005E have direct access to Southlands Hospital which also provides outpatient health services.</p>		

2.2.3. Links to and from Southlands Hospital and potential improvements have been considered in Table 2-2.

Table 2-2 – Southland Hospital Review

Facility name	Southlands Hospital	
Description	Non A&E	
Address	Upper Shoreham Road Shoreham-By-Sea BN43 6TQ	
Bus services within 400m linking within Adur District	2, 3, 9, 19, 19A, 59, 59A	
Distance from closest railway station	2 km (Shoreham by Sea)	
Map (existing services directly serving Southlands Hospital in green):		
Opportunities to improve direct bus links to priority areas:	Routing adjustment to existing services	Other new or extended bus route solutions
Adur 004A	1. Provide link to Worthing Hospital via re-routed service 700	2. Create new route to Southlands Hospital with potential to extend
Adur 004B		

		to Shoreham station
<p>Comments:</p> <p>1: - Opportunity to provide a direct, high frequency, faster service from Shoreham A259 corridor, and from LSOAs 004A, 004B and 004C to Worthing Hospital, by considering re-routing of Stagecoach 700 service (please see comments in previous table).</p> <p>2: - If only used by patients, visitors and staff of the hospital, the service is unlikely to cover its cost and will require some form of subsidy. There may be potential to extend the route to serve Shoreham Station to increase the demand for this service, however this may put the service in competition with other commercial services, in particular the Brighton and Hove Buses Route 2 which operates a direct service between Shoreham Station and Southlands Hospital.</p> <p>Adur LSOAs 006B, 008C, 008D, 007B, 008D and 008E have direct access to Worthing Hospital.</p>		

- 2.2.4. Residents of the eastern end of Adur District at Southwick and Fishersgate are also geographically closer to the Royal Sussex County Hospital, than Worthing Hospital. Although there is no existing direct bus service from Adur District to the Royal Sussex County Hospital, this is believed to be used more than Worthing Hospital by residents in this area.
- 2.2.5. In terms of access to the Royal Sussex County Hospital, Eastern Road, Brighton, it is noted that Stagecoach service 700, and Brighton and Hove Buses Routes 2 and 46 are the main routes from Adur District serving central Brighton. Only route 2 operates to the east of the city, and whilst passing in the vicinity of the hospital does not serve the hospital directly, serving the Sutherland Road/Freshfield Road/Warren Road corridor instead. The complexities of the bus network operation in central Brighton means that it appears unlikely that amendments to these routes to directly serve the hospital will be feasible.

2.3 REVIEW OF SECONDARY SCHOOLS

- 2.3.1. Each of the secondary schools has been reviewed on the basis of the methodology set out above. As a background note, the full details of WSCC’s approach to providing free home to school transport are set out in the authority’s Home to School and College Transport Policy¹⁸. This affirms that secondary school pupils who live more than 3 miles away from school within the relevant catchment area (and attending the nearest suitable school) will be provided with free home to school transport.
- 2.3.2. In order not to undermine the take-up of active travel, such as walking and cycling, this review considers options for the development of bus services between 1 and 3 miles from school.
- 2.3.3. School catchment areas, as given on the WSCC website, are presented as blue dashed lines. This analysis focuses on access for secondary schools at Shoreham Academy, and the Sir Robert Woodard Academy, Lancing. The review does not include analysis of private schools, secondary schools in Brighton and Hove or in Worthing Borough, nor does it include consideration of Steyning

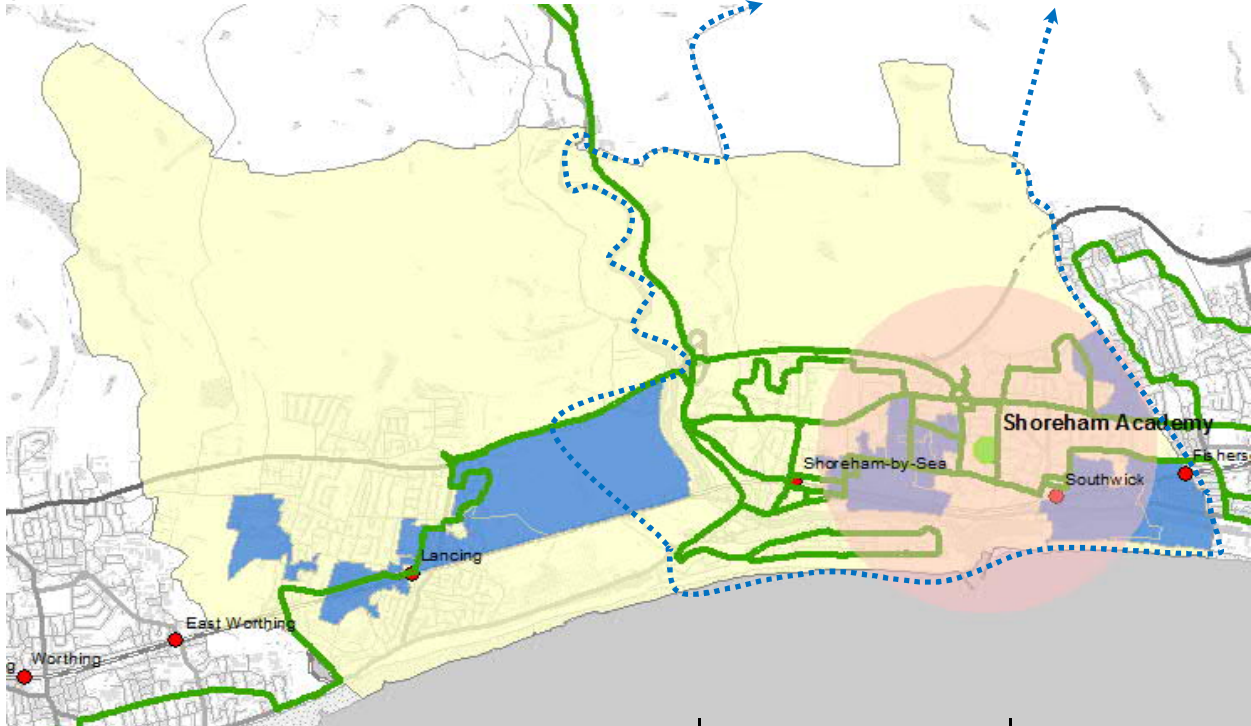
¹⁸ https://www.westsussex.gov.uk/media/11485/ws_school_and_college_transport_policy.pdf

Grammar School, although it is noted that parts of Lancing are served by a dedicated school child only bus service to Steyning Grammar School (Compass service 740)¹⁹.

- 2.3.4. It is also noted that the Brighton, Hove and Sussex Sixth Form College (BHASVIC) is likely to serve students from the eastern parts of Adur District. The college situated at the junction of Dyke Road and Old Shoreham Road, in Hove, is not served by any direct bus services in Adur District, either requiring a change of services in central Brighton or a bus from the rail station at Brighton. The complexities of the bus network operation in central Brighton means that it appears unlikely that amendments to the routes 700, 46 or 2 to directly serve the college will be feasible.
- 2.3.5. Links to and from Shoreham Academy and potential improvements are considered in Table 2-3.

¹⁹ WSCC does not provide revenue support to this service and would not do so for children from Lancing as the catchment secondary school for this area is Sir Robert Woodard Academy

Table 2-3 – Shoreham Academy Review

Facility name	Shoreham Academy	
Description	Secondary	
Address	Kingston Lane Shoreham-by-Sea BN43 6YT	
Bus services within 400m linking to Adur District	2, 2B,19, 46, 60,9	
Distance from closest railway station	1 km for Southwick	
Map:		
Opportunities to improve direct bus links to priority areas:	Other solutions	Other new or extended bus route solutions
004A	1. Ensure a good walking and cycling environment to the school	2. Enhance potential new route to Southlands Hospital by diverting the service to Shoreham Academy and potentially extend to Shoreham
004B		

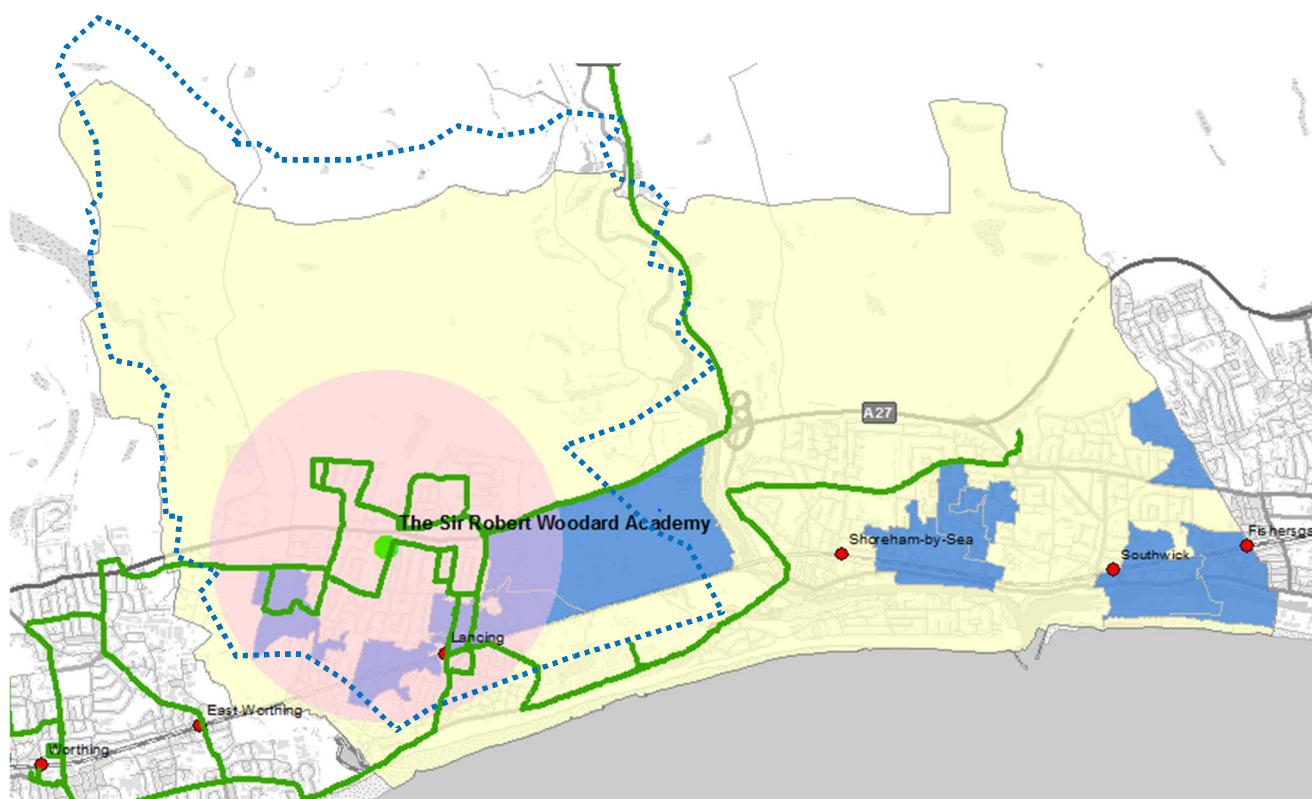
		Station at 1 bus per hour
006C	-	-
<p>Comments 1: - Wider work through the Shoreham Area Sustainable Transport Package Feasibility Study is developing feasibility designs for high quality cycling route improvements for the A259 between Adur Ferry Bridge and Brighton and Hove which will also support improved cycling access towards Shoreham Academy and Shoreham College.</p> <p>Comments 2: - Opportunity to provide a direct service from LSOAs 004A and 004B (which are in the top 3 and top 2 deciles as most deprived LSOAs in England) to Shoreham Academy.</p> <p>- Service is unlikely to cover its cost and will require some form of subsidy. There may be potential to extend the route to serve Shoreham Station to increase the demand for this service, however this may put the service in competition with other commercial services, in particular the Brighton and Hove Buses Route 2 which operates a direct service between Shoreham Station and Southlands Hospital.</p> <p>Comments other: It is noted that there will be a change to the Route 19 school service from April 2019 with the removal of the duplicate bus service, and this service no longer serving parts of Upper Shoreham, with pupils needing to walk to use the Route 7 service along Upper Shoreham Road, or walk or cycle directly to the school.</p>		

2.3.6. Links to and from The Sir Robert Woodard Academy (SRWA) are considered in Table 2-4.

Table 2-4 – Sir Robert Woodward Academy Review

Facility name	The Sir Robert Woodard Academy
Description	Secondary
Address	Upper Boundstone Lane, Lancing, BN15 9QZ
Bus services within 400m linking to Adur District	7, 16, 19A, 106
Distance from closest railway station	1.8 km (Lancing)

Map:



Opportunities to improve direct bus links to priority areas

It is proposed to withdraw WSCC funding to support the Route 16 which passes close to SRWA from April 2019. A 1 mile buffer catchment from SRWA covers the majority of the urban area of Sompting and Lancing which is considered to be within a reasonable walking distance. It is noted that Route 19A provides a service for school pupils to and from the Sir Robert Woodard Academy via Freshbrook Road, The Broadway Parade,

Shoreham High Street, Southlands Hospital and the Holmbush Centre for pupils travelling from further east.

Comments:

Ensure safe walking and cycling environment for the area. Wider work through the Shoreham Area Sustainable Transport Package Feasibility Study is developing feasibility designs for high quality cycling route improvements for Lancing and Sompting including the Crabtree Lane/Cokeham Road corridor, which is a key route serving the school.

3 RECOMMENDATIONS

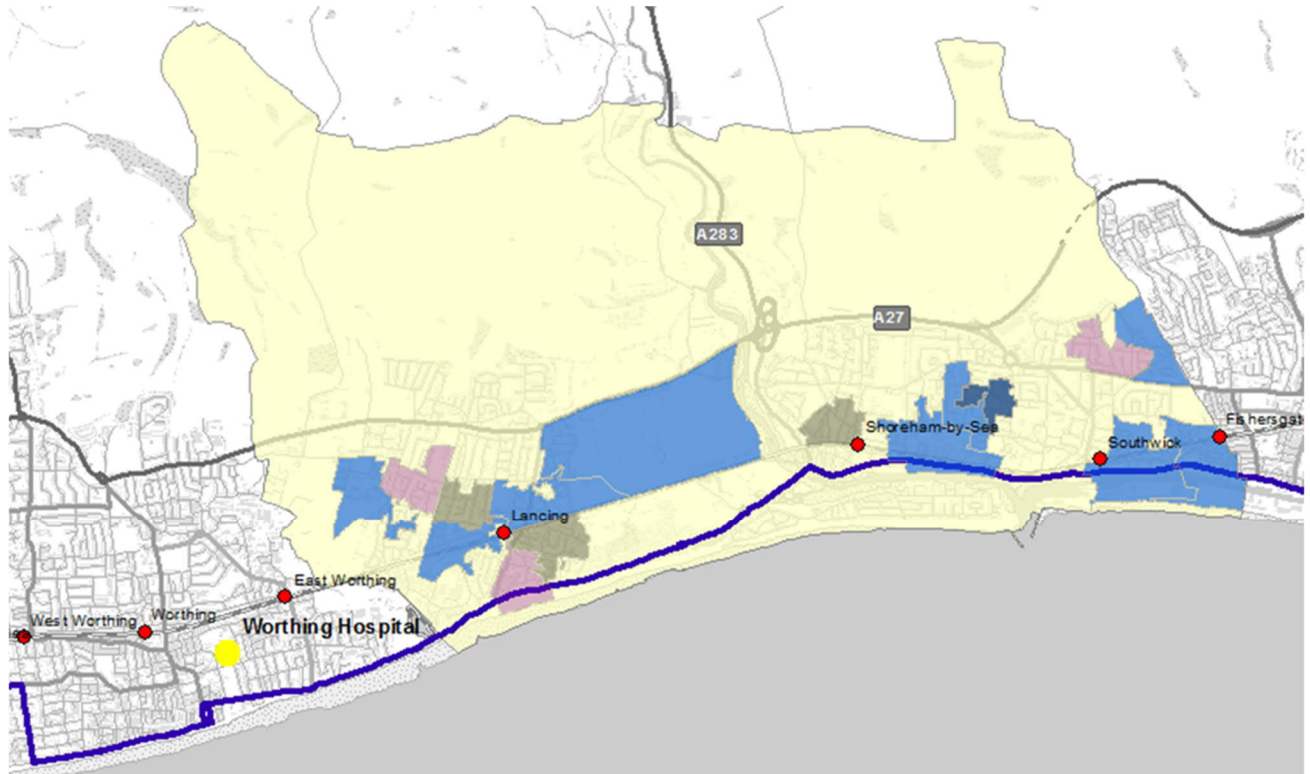
3.1 OVERVIEW

- 3.1.1. The existing bus network relies on the operation of services which are commercially viable – i.e. operators take the financial risk of providing the service without any guaranteed level of income.
- 3.1.2. The current pattern of services is, in overall terms, stronger in respect of geographic coverage of Adur District (i.e. range of services and destinations and distance from services for areas are not served directly) than in terms of scope of timetable (i.e. frequency and services in evenings and at weekends). Therefore, access to key facilities of hospitals and schools is comparatively well-developed and is supplemented by district-wide community transport services, which have a strong emphasis on physical accessibility. Longer distance travel, in particular for commuting is catered for by rail stations through the east-west spine of the District, but rail services do not provide direct close access to hospitals or the main secondary schools serving the district.
- 3.1.3. This review has considered the scope for potential improvements to bus services in Adur with a focus on improving access to hospitals and schools, as well as some general recommendations. The identified improvement options fall into a number of categories:
 - Routing adjustment to existing services
 - Other extended or new bus route
 - Other solutions
- 3.1.4. There are viability issues related to each of these options which are summarised below, however it is recommended that further discussion takes place with bus operators to gain their views about these issues.

3.2 ROUTING ADJUSTMENT TO EXISTING SERVICES

- 3.2.1. In order to improve access to Worthing Hospital from Adur District an option to re-route service 700 via Worthing Hospital was considered, as illustrated in Figure 3-1. This would provide a direct, high frequency, faster service for residents close to the A259 corridor through Adur District, including parts of the District with LSOAs (004A and 004B at the Southwick/Fishersgate area) within the top 3 and top 2 deciles most deprived LSOAs in England). This is expected to require 7 minutes (total across out and return legs) additional running time in the route cycle time which is likely to involve the addition of another vehicle into the cycle throughout the day, adding substantial costs to the operation.
- 3.2.2. From a commercial point of view, if the demand for a change to the service operation to serve Worthing Hospital was there, it might be expected that this would have previously been taken advantage of. Providing alternating services for the existing A259 Brighton Road-Splashpoint route, and the Lyndhurst Road hospital route could be an option but there may be concerns about the commercial impacts against offering a high frequency single corridor service. It is noted that the demand for changing this route is likely to come from ENCTS passengers meaning that there is unlikely to be a commercial imperative to make the change at the expense of service reliability and the loss of fare paying passengers. It is also noted that there are at least four bus service routes operating on the Lyndhurst Road/Worthing Hospital corridor, whilst the 700 service is the only bus route serving the A259 Brighton Road/Splashpoint corridor. It is recommended that these issues and options are discussed further with the operator.

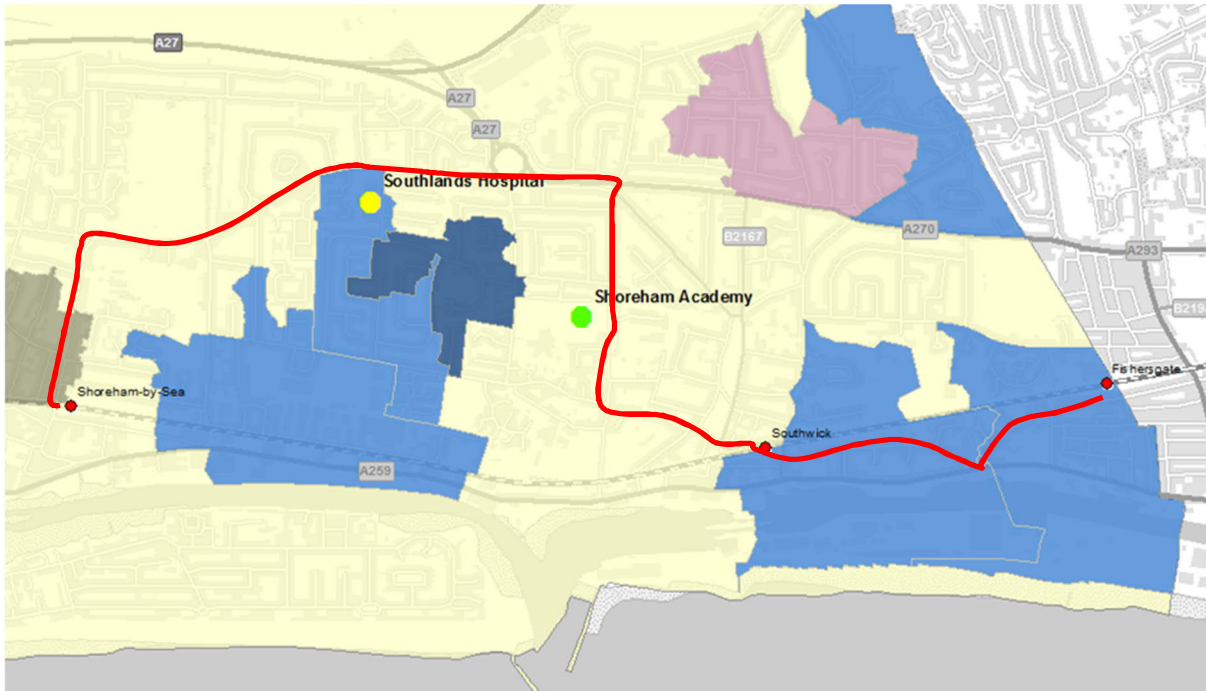
Figure 3-1 – Option to Re-Route Service 700 to Serve Worthing Hospital



3.3 OTHER EXTENDED OR NEW BUS ROUTES

- 3.3.1. A radical bus option to improve hospital and secondary school access was a suggested new route between LSOAs 004A and 004B (in top 2 and 3 deciles for most deprived LSOAs in England) to Shoreham Academy and Southlands Hospital. There may be potential to extend the route to serve Shoreham Station to increase the demand for this service (see Figure 3-2).
- 3.3.2. This would be likely to require an ongoing investment in revenue support (“subsidy”) in order to meet the costs of provision. At 1 bus per hour, amounting to almost 12 km for a return trip, this is expected to be operated with one vehicle only, and on current projections would cost £160,000 per annum. It should be noted that operating the service between Southlands Hospital and Shoreham Station may put the service in competition with other commercial services, in particular the Brighton and Hove Buses Route 2 which operates a direct service between Shoreham Station and Southlands Hospital. It is recommended that these issues are discussed further with the local operators. It may also be argued that improvements to cycling facilities specifically from the Shoreham Beach area to the Academy may be better for pupils’ long-term health and well-being, rather than bus travel.

Figure 3-2 – Suggested Routing for New Bus Service



- 3.3.3. A further option to improve hospital access from LSOAs 004A, 004B and 004C (in top 2 and 3 deciles for most deprived LSOAs in England) to Worthing Hospital was considered in relation to the Route 16 service. This service will no longer serve Adur District from April 2019. An alternative proposal to extend this service east from The Broadway, Lancing (opposite Widewater Lagoon) to serve parts of Shoreham and Southwick and the LSOAs highlighted above was considered through this report.
- 3.3.4. Extending Route 16 was considered unlikely to attract significant wider demand due to longer journey times in comparison to the existing Stagecoach 700 service. The Stagecoach 700 service operates commercially so a subsidised service should not be competing with this. Residents of the eastern end of Adur District at Southwick and Fishersgate are also geographically closer to the Royal Sussex County Hospital, than Worthing Hospital. Although there is no existing direct service from Adur District to the Royal Sussex County Hospital, this is believed to be used more frequently than Worthing Hospital by these residents. Given the reasons above it appears unlikely that there will be a business case to support increased subsidy for an extended route of this nature.
- 3.3.5. In terms of access to the Royal Sussex County Hospital, Eastern Road, Brighton, it is noted that Stagecoach service 700, and Brighton and Hove Buses Routes 2 and 46 are the main routes from Adur District serving central Brighton. Only route 2 operates to the east of the city, and whilst passing in the vicinity of the hospital does not serve the hospital directly, serving the Sutherland Road/Freshfield Road/Warren Road corridor instead. The complexities of the bus network operation in central Brighton means that it appears unlikely that amendments to these routes to directly serve the hospital will be feasible. It is noted that Brighton and Hove Buses Routes 1/1A, 7 and 14/14C all allow connections in close proximity to the Routes 2, 46 and 700.

3.4 OTHER SOLUTIONS FOR CONSIDERATION

- 3.4.1. The review has identified that as a consequence of Shoreham and the wider Adur District being a relatively small area in itself and so closely linked to Worthing to the west and Brighton and Hove to the east, and not having a bus network provided by a single dominant operator, there is no local fare zone and so any period tickets are sold by operators for access to the operator's network as a whole (i.e. in some cases for travel far beyond Adur District). While this is not a particular issue for elderly and disabled passengers (in the off-peak, as set out below), it could be a limiting factor in attracting adult fare-paying passengers for local trips.
- 3.4.2. Linked to this it is noted that there is no existing multi-operator bus information for Adur District, only for the neighbouring Brighton and Hove, and Worthing. This would appear to limit the ease for new potential passengers within the District to easily access information about bus routes in the immediate area. Both of these issues could be considered for further discussion with the local operators.
- 3.4.3. In terms of secondary school access this analysis has focused on options for development of the bus network to support access within 1 and 3 miles. This recognises that secondary school pupils who live more than 3 miles away from school within the relevant catchment area (and who are attending the nearest suitable school) will be provided with free home to school transport, but also that it is important not to undermine the take-up of active travel, such as walking and cycling for journeys under 1 mile from school which is important for health and wellbeing. Another important element to supporting secondary school access is the provision of safe walking and cycling routes. It is noted that other elements of the Shoreham Area Sustainable Transport Package Study are developing feasibility plans for a network of high quality cycle network improvements. This includes facilities on the A259 corridor between Adur Ferry Bridge and Brighton and Hove which could aid access to Shoreham Academy, as well as routes in Lancing and Sompting that could serve the Sir Robert Woodard Academy.

3.5 OTHER OBSERVATIONS ABOUT THE BUS NETWORK IN ADUR

- 3.5.1. It may be considered that there are two different approaches and a trade-off to bus network operations, that being to consolidate higher frequency services on to a limited number of routes to enhance their appeal on core routes, or to spread the geographic coverage of services across a wider network. Within Adur District, the geographic network coverage of routes is quite strong, with there being limited residential areas of the District further than 400m from a bus route. This geographic spread of services can be considered a positive in enabling more neighbourhoods to have access to bus services, even though frequency of services on some routes is less strong.
- 3.5.2. The Stagecoach Route 9 which operates hourly between Shoreham Holmbush Shopping Centre and Arundel passing by or close to Shoreham Academy, Southlands Hospital and Worthing Hospital via Shoreham Town Centre, Lancing and the strategic development site at New Monks Farm and provides an important link between key locations across the north of the District. An enhancement to the frequency of this service from hourly to half-hourly could be a useful boost to the bus network through the areas it serves. However, any decision to expand the capacity of services on all or part of this route is likely to need to be a commercial decision from the operator in the likely absence of any significant additional WSCC subsidy to support this.

- 3.5.3. One further option to consider to potentially increase the attractiveness of bus travel along the A259 corridor, may be to consider express bus services for the 700 route which call at a limited number of stops for example from Worthing through Lancing, Shoreham, Southwick, and Hove to Brighton. This may expand the appeal of bus travel along the corridor to a broader audience promoting sustainable mode shift by supplementing faster journey times by train between the rail stations along the corridor. This is particularly relevant to consider given the redevelopment plans within the Shoreham Harbour Joint Area Action Plan, including for the Shoreham Western Harbour Arm. However, operationally this may present challenges in that it would break the natural operational cycle of the 10-minute frequency all-stops existing service. It is recommended that this option is discussed further with the operator.
- 3.5.4. It is also noted that there may be opportunities for an enhanced partnership with the bus operators and Adur and Worthing Councils. This could explore area based fares and through ticketing across Stagecoach, Brighton and Hove Buses and Compass services to grow commercial patronage beyond the existing high volumes of ENCTS passengers, which could help with commercial sustainability of the network, particularly in the west of Adur District.



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Adur County Local Committee

Community Initiative Funding

7 March 2019

Report by Director of Law and Assurance

Ref: (A08(18/19))
Key Decision: No
Part I
Electoral Divisions: All in Adur CLC Area

Recommendation

- i) That the Committee considers the pitches made to the Community Initiative Funding as set out in Appendix A and pledge funding accordingly.

Proposal

1. Background and Context

The Community Initiative Fund (CIF) is a County Local Committee (CLC) administered fund that provides assistance to local community projects. Bids should show evidence of projects which can demonstrate community backing, make a positive impact on people’s wellbeing and support [The West Sussex Plan](#).

The terms and conditions, eligibility criteria and overall aim of the CIF have been agreed by all CLC Chairmen and these can be found on the County Local Committee pages of the West Sussex County Council website using the following link

http://www.westsussex.gov.uk/your_council/meetings_and_decision-making/county_local_committees/community_initiative_funding.aspx

For projects to be considered for funding they must upload their project idea to the West Sussex Crowd (www.westsussexcrowd.org.uk) funding platform and pitch to the Community Initiative fund.

2. Proposal

That the Committee considers the pitches to the Community Initiative Funding as set out in Appendix A.

Pledges can be considered in the preparation and fundraising stage. When considering pitches in the preparation stage, decisions are subject to the applicant receiving full verification from locality and starting fundraising by the end of the financial year.

3. Resources

For the 2018/19 financial year, Adur CLC had a total of £23,571.40 for allocation, of this £12,839.40 is still available for allocation. Details of awards made in the current program and previous financial year are included in Appendix B.

There are six pitches for consideration by the Committee.

One deferred pitch is in fundraising stage with a total project cost of £4,374.00.

One pitch is in fundraising stage with a total project cost of £6,942.00
One pitch is in fundraising stage with a total project cost of £16,945.00.
One pitch is in fundraising stage with a total project cost of £1,120.00.
One pitch is in fundraising stage with a total project cost of £23,070.00.
One pitch is in fundraising stage with a total project cost of £2,892.00.

These are outlined in Appendix A and can also be viewed at:
www.westsussexcrowd.org.uk

CIF is intended for applications up to £5,000.

Factors taken into account

4. Consultation

Before a project can be added to the West Sussex Crowd it must be eligible for the [Spacehive](#) platform, and then before beginning crowd funding must be verified by [Locality](#). This involves inspecting the project to make sure it's viable and legitimate. The Democratic Services Officer, in consultation with the local County Councillor, will preview all projects that have then gone on to pitch to the Community Initiative Fund to ensure they meet the criteria.

District and Borough Council colleagues are consulted on whether applicants have applied to any funds they administer. In addition, some CLCs have CIF Sub Groups that preview pitches and make recommendations to the CLC.

5. Risk Management Implications

There is a risk in allocating any funding that the applicant will not spend some or all of it or that it might be spent inappropriately. Therefore the terms and conditions associated with CIF provide for the County Council to request the return of funds.

Projects that do not reach 95% of their funding target on The West Sussex Crowd within their project timescales, will not receive any funds. Any pledges made to unsuccessful projects will therefore be returned to the CLC CIF allocation and be detailed in Appendix B.

6. Other Options Considered

The Committee do have the option to defer or decline pitches but must give valid reasons for doing so. If they defer a project they need to take into account the timescales for the project and whether a deferral would allow the CLC to pitch at the following meeting.

7. Equality Duty

Democratic Services Officers consider the outcome intentions for each pitch. It is considered that for the following pitches, the intended outcomes would:

- advance equality of opportunity between people who share a protected characteristic and people who do not share it; and
- foster good relations between people who share a protected characteristic and people who do not share it.

The CLC in considering any pitch should be alert to the need to consider any equality implications arising from the bid or the way the money is to be used if any are indicated in the information provided.

8. Social Value

The Community Initiative Fund's eligibility criteria requires applicants to explain how their project will support one or more of the County Council's priorities as set out in [The West Sussex Plan](#).

9. Crime and Disorder Act Implications

The applications for decision contain projects that will positively benefit the community and contribute toward the County Council's obligations to reduce crime and disorder and promote public safety in section 17 of the Crime and Disorder Act 1998.

10. Human Rights Act Implications

The County Council's positive obligations under the Human Rights Act have been considered in the preparation of these recommendations but none of significance emerges.

Tony Kershaw

Director of Law and Assurance

Contact: Jack Caine – 0330 222 8941

Background Papers: Pitches are available to view on www.westsussexcrowd.org.uk

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Current pitches

The following projects have pitched to the Community Initiative Fund since the last meeting:

Actively Fundraising –

- ***268/A – St Michael and All Angels Church, Let's heat St. Michael's, £4,374.00 – Towards purchasing and installing a new boiler. <https://www.spacehive.com/letsheatstmichaels>**

**Project deferred at last meeting on the basis that evidence of further community support was required.*

- **286/A – Over the Moon Shoreham CIC, REclaim Community Recycling Festival, £16,945.00 – Towards workshop venue hire and one-off security costs. <https://www.spacehive.com/reclaim>**
- ***292/A – Home-Start Arun, Worthing & Adur, Adur & Worthing Parenting Workshops, £6,942.00 – Towards venue hire and marketing costs. <https://www.spacehive.com/adur-and-worthing-parenting-workshops>**

**Project has also pitched to Worthing CLC.*

- **300/A – Independent Lives, Easter Bunny Hop – children's disco, £1,120.00 – Towards the event's venue hire and production of posters and flyers. <https://www.spacehive.com/easter-bunny-hop-children-disco>**
- ***332/A – Worthing Dementia Action Alliance, Dementia Friendly Adur and Worthing, £23,070.00 – Towards the cost of promotional leaflets and materials. <https://www.spacehive.com/dementia-friendly-adur-and-worthing>**

**Project has also pitched to Worthing CLC.*

- **337/A – Great2Create, Great2Create – reducing loneliness in Adur, £2,892.00 - Towards venue hire, publicity design and printing costs. <https://www.spacehive.com/great2create-reducing-loneliness-in-adur>**

In Preparation -

There are currently no pitches in preparation stage.

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Community Initiative Funding: Summary for 2018/19 and 2017/18

The following applications have received funding during the **2018/19** financial year to date:

Applicant	Summary	Member	Awarded	Evaluation
222/A - Adur Sea of Lights Lantern Parade 2018	Towards lantern materials and booking entertainment	Ann Bridges	£5,000.00	No feedback received
223/A - Selling coffee with a social mission	Towards eco bike and coffee making equipment	Debbie Kennard	£3,000.00 (Urgent Action)	No feedback received
251/A - Community support workshop	Towards a large trailer for use as a mobility vehicle repair workshop	Debbie Kennard	£2,732.00	No feedback received

To note: The following applications received funding but subsequently failed to successfully reach their fundraising target. The funds will be carried over and available for reallocation by the Adur CLC.

- 221/A – Adur Community Directory, £3,000 – Towards updating and maintaining the existing website in order to create a new cloud-based directory.
- 232/A – Community Mobile Workshop, £3,000 – Towards purchasing a horsebox trailer and rollcage modules intended to maintain and repair mobility aids.

The following applications received funding during the **2017/18** financial year:

Applicant	Summary	Member	Awarded	Evaluation
20/A The Wave Project	Paddle Power, towards the provision of surfing/paddle boarding equipment to provide peer mentoring for vulnerable children and young adults	Previous Member	£2,000.00	
21/A Emerging Futures	Hire a lead coach to train 10 volunteers as wellbeing and wildlife coaches.	Debbie Kennard	£2,500.00	
33/A Lancing Parkrun	Towards set up costs for a Parkrun in lancing	Ann Bridges	£1,000.00	
29/A Shoreham Bowls Club	Towards improvement of the clubhouse.	Debbie Kennard	£3,500.00	
52/A Lancing Football Club	Towards training and kit	Ann Bridges	£1,975.00	
56/A ESTEEM	Adult Volunteer Expenses	David Simmons	£2,400.00	
116/A Home-Start Arun	Towards Training	Ann Bridges	£362.50	
124/A3 rd 5 th Sea Scout Group	Towards Sail equipment	Ann Bridges	£1,992.50	
174/A SOLD Shoreham Opportunities for Learning Disabilities	New shop front door	Kevin Boram	£1,170.00	
176/A Home-Start Arun	Stay and Play plus Arun	David Simmons	£2,000.00	
178/A Over the Moon	Towards Yarn 2020	Debbie Kennard	£2,400.00	

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www.facebook.com/adurtalkwithus/

Adur County Local Committee Community Initiative Fund application



CLC Reference: 268/A

Local Councillor: Ann Bridges

Status: Fundraising Stage

Project Cost: £4,374.00 (as found under crowdfunding goal total)

Project Title: Let's heat St. Michael's

About:

St. Michael's heating system was condemned: too unsafe & inefficient - it couldn't be used anymore. We need a new boiler to ensure our continued work in the community.

St. Michael's Church is a hub for our community. We hold regular concerts and exhibitions, in addition to Civic events. We have children's groups, including providing hot food for children who desperately need it. This is alongside our regular services, many of which are attended by elderly people. St. Michael's is a lifeline for many, and a cultural center for the community. Our old heating system was shut down as unsafe. We need a new boiler to be able to continue our events and services to the people of Lancing. The new boiler will cost £3969.74. Without the new boiler, St. Michael's would be unable to host events & concerts in the winter months - a big loss to this community. We would also put our elderly people in danger due to the cold. We need your help to improve this community building!

Project Delivery Manager: St. Michael and All Angels Church

About me:

We are a Church of England parish in Lancing, and we have been serving the people of Lancing for almost 100 years.

Website: <http://www.stmichaelslancing.org.uk>

Why we're pitching for a pledge:

The essential services & support we provide for our community, as a cultural & spiritual hub, are only possible with functioning heating.

What we'll deliver:

- New heating system

Why it's a great idea:

This project will benefit the whole Lancing community. The Church has stood for nearly 100 years, and served this community in a variety of ways. We need to ensure it can stand for another 100 years. With a new boiler we will be able to increase our events & services. We already have concerts from Primary and Secondary schools, local choirs, brass bands and so on. We have had art exhibitions from Primary schools and professional artists. We also provide a quiet space for people to reflect - the church is always open during the week and often used for this reason. By supporting this project we are ensuring Lancing's heritage and the continuing use of an historic building for the community.

Steps to get it done:

- New boiler being put in place!

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Adur County Local Committee Community Initiative Fund application



CLC Reference: 286/A
Local Councillor: Kevin Boram
Status: Fundraising Stage
Project Cost: £16,945.00
Project Title: REclaim Community Recycling Festival

About:

A community festival bringing people together in Adur to get creative about reducing what goes in the bin! REclaim will be fun for all ages and provide reuse and recycling inspiration and knowledge.

REclaim is all about creative recycling and the main event will be a free entry, inclusive festival centered around Coronation Green, Shoreham-by-Sea on the second May Bank Holiday weekend 2019 (25 to 27 May). There will also be activities and events in venues across Adur from January to June. The weekend festival will feature lots of recycling themed events each day for all ages, to promote creative reuse, recycling and sustainability. Make an instrument and be in a junk orchestra, make poetry from discarded texts or add to a giant community collage! Be inspired by or even take part in a recycled fashion show or recycled sculpture exhibition! Book on a printing, beach art or jewellery making workshop or drop in to family junk modelling sessions or preschool messy play. Buy refreshments and eco-friendly products from local sustainable traders and get expert help from local organisations on waste reduction, repair, recycling, sustainability.

Project Delivery Manager: Over The Moon Shoreham C.I.C.

About me:

We are a non-profit community arts organisation based in Shoreham-by-sea and operating throughout Adur.

We put on community events encouraging people to come together through the joys of creating.

Find us at our website, weareoverthemoon.org, on Facebook at www.facebook.com/weareoverthemoon and on Instagram at www.instagram.com/weareoverthemoon.

We are a community interest company and our official name is Over the Moon Shoreham C.I.C.

Website: <http://www.weareoverthemoon.org>

Why we're pitching for a pledge:

Our creative recycling festival in Adur will provide inspiration and knowledge to make a personal, local and global environmental impact.

What we'll deliver:

- Put on a free entry, community recycling themed weekend festival in Shoreham-by-Sea in May 2019.
- Put on creative recycling themed participatory activities in Adur from January to June 2019
- Equip people with inspiration, knowledge and enthusiasm to respond to the challenge of waste reduction.
- Provide fun, feel good, social activities to bring people together in a positive way!

Why it's a great idea:

The project will reach all ages, abilities and interests and is very much inspired by the need to help address pressing global concerns about waste reduction and sustainability. On a local level, the imminent reduction in residential waste collections means there is a pressing need to get inspired and knowledgeable about how to reduce, reuse and recycle waste. We hope to encourage a change in mindset to thinking of discarded materials as a resource rather than rubbish. This project will also be a fun community celebration, giving people a reason and opportunity to come together in a shared creative experience, which is great for mental health and wellbeing and to help ease isolation in people's lives. In the absence of other events from the community calendar this coming spring and summer, we hope this inclusive and large scale project will bring some much needed positive cheer to Adur!

Steps to get it done:

- Book festival infrastructure for Coronation Green (marquee, toilets, security, insurance etc)
- Invite traders and relevant organisations to book stalls and information stands

- Book junk orchestra workshop leader and performance director
- Build recycled fashion show catwalk
- Schedule bookable workshops, drop in activities and performances throughout festival weekend
- Schedule pre festival weekend activities
- Put out call for entries for recycled sculpture competition
- Compile festival timetable of events and produce printed and online versions
- Call for volunteers to help with specific tasks
- Confirm weekend festival plan with district council events team (including TENS, charitable collection permit)

We will be collaborating with other local organisations for different aspects of REclaim, including the following:- REfashion: the recycled fashion show will be produced in conjunction with Emmaus Brighton & Hove and Emmaus by the Sea. REwrite: recycling activities using discarded text will be run in conjunction with Adur libraries (Lancing, Shoreham and Southwick) and Shoreham Wordfest. REmodel: a recycled sculpture competition and exhibition will be run in conjunction with The Skyway Gallery at the Shoreham Centre. REfuel: Eat Food Love Food will be coordinating a sustainable refreshments area.

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 www.facebook.com/adurtalkwithus/

Adur County Local Committee Community Initiative Fund application



CLC Reference: 292/A

Local Councillor: George Barton

Status: Fundraising Stage

Project Cost: £6,942.00 (as found under crowdfunding goal total)

Project Title: Adur & Worthing Parenting Workshops

About:

A 1-day pop-up event for local parents to develop their skills - 'Being a parent is hard work. You can read all the books you like but until you are a parent, you find out not everything is textbook.'

Adur & Worthing Parenting Workshops will be a 1-day event for parents with a child under 7. It will provide parents with some of the skills and tools to support their parenting and help give their child(ren) the best possible start in life.

'You can have all the money in the world and the highest IQ, but can never predict how your baby will be' - Parent in Bognor Regis.

Each interactive session will be 45 mins and include a question & answer section. Parents can choose two topics from five key sessions. These sessions will be:

- * Play
- * Wellbeing
- * Sleep
- * School Readiness
- * A Parent and Child Activity

These fun and interactive sessions will help local mums and dads to:

Agenda Item 8

- * Develop tools and skills to improve their child(ren)'s wellbeing as well as their own
- * Interact with their child(ren) during play, including ideas around creative, low or no-cost activities.
- * Understand how to help progress their child(ren)'s development
- * Engage with other parents

Project Delivery Manager: Home-Start Arun, Worthing & Adur

About me:

Home-Start Arun, Worthing & Adur is a charity that supports local families going through tough times, such as relationship breakdowns, feeling isolated, poor mental health, low self-esteem, a parent or child's disability, multiple births, bereavement or children with challenging behaviour. Our aim is to help parents give their child(ren) the best possible start in life.

We offer a unique home-visiting service by our trained volunteers. Each volunteer is carefully matched by a Home-Start Organiser to a family, based on their parenting/life experience and skills. Volunteers meet with their family 2-3 hours a week for an average of 6-9 months.

Over the last two years we supported: 273 families & 572 children. Our annual impact report demonstrates the outcomes. We collect feedback from parents, referrers and volunteers.

Our 17/18 impact report demonstrated that (of the parents who reported):

- * 95% were more involved with their child's development
- * 95% felt less isolated
- * 89% said their own emotional health and wellbeing had improved.
- * 96% said their children's emotional health and wellbeing had improved.
- * 88% had improved self-esteem
- * 97% said they felt more able to manage their child's behaviour

As an established grass roots charity of 18 years, we understand the challenges families can face in our communities. Referrals come from health visitors, midwives, Children and Family Centres, as well as self-referrals, which have increased in the last year. We currently cannot support 1 in 5 families referred to us due to a lack of resources.

For the families we support, we are often their only direct help as thresholds for statutory services constantly increase, they do not receive help from the state. If we were not able to provide this service, families would be left to struggle by themselves, not able to improve the situation for their children and resulting in children falling behind with personal, educational and social development. Through our work we empower parents to develop strategies to better manage their own lives, and prevent a state of crisis occurring.

Website: <http://www.home-startarun.org.uk/>

Why we're pitching for a pledge:

This project will build community & give parents access to parenting skills and tools to better their child's development at a critical age.

What we'll deliver:

- Provide a day of interactive and practical sessions around parenting and wellbeing
- A fun and practical way for parents to develop their parenting skills

Why it's a great idea:

Home-Start believes that mums and dads are the first and most important influence on their child's development and future outcomes. Interactions that take place in the home environment have more influence on a child's future achievement than innate ability, material circumstances or the quality of early years or school provision. This is why we meet with parents and their child(ren) in the home. The role that mums and dads play in supporting their child's development is key to making a difference in their children's outcomes. This project will give local parents access to local professionals to learn practical skills to help their child's development as well as improve their own wellbeing. They will also be able to meet with other parents and carers. Home-Start believes that this project will help parents to give their child(ren) the best possible start in life. The day will also help parents identify if they would like extra support from Home-Start.

Steps to get it done:

- Securing Sessional Trainers
- Securing a venue
- Release session information
- Marketing the event

Home-Start is registered charity (1132416) that works in Arun, Worthing & Adur to support families who are going through tough times. We receive funding for our core work from the Big Lottery, Children In Need and other local and national grants. We have been established in the local community for 18 years and have a working knowledge and partnership with Children & Family Centres and other local organisations such as My Sisters House, Coastal Mind and Social Services.

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 www.facebook.com/adurtalkwithus/

Adur County Local Committee
Community Initiative Fund application



CLC Reference: 300/A

Local Councillor: Ann Bridges

Status: Fundraising Stage

Project Cost: £1,120.00 (as found under crowdfunding goal total)

Project Title: Easter Bunny Hop – children’s disco

About:

One of the big issues disabled people in our community face is social isolation. We are holding an Easter Bunny Hop to raise funds for disabled people in West Sussex to get out and about.

Loneliness is a big issue for disabled people living locally and you can help change this. We are holding an Easter Bunny Hop Children's Disco over the Easter half-term to fundraise for social activities for disabled children and adults across West Sussex. We are looking for local businesses and people to pledge their support! How you can help: - Make a donation to cover the costs of the event - Donate a prize for the colouring competition - Come along on Wednesday 17th April to the Jubilee Hall at Lancing Parish Hall, the disco and activities are running 2pm-4pm. - If you run children’s workshops, activities or classes locally and would be happy to run a session for free we would love to have you there. All proceeds raised at the disco go to providing social activities for disabled children and adults across West Sussex, and will support our ongoing fundraising for this cause.

Project Delivery Manager: Independent Lives

About me:

Independent Lives is a charity and social enterprise that supports disabled people to live independently in their own home.

We are commissioned by West Sussex County Council to provide support and work with over 1,500 disabled people living across the county.

Website: <http://www.independentlives.org>

Why we're pitching for a pledge:

We work with 1,500+ disabled people in West Sussex enabling them to live independently so can ensure our customers directly benefit.

What we'll deliver:

- A children's disco
- Meet Chase and Skye from Paw Patrol
- Easter crafts for the kids - decorate an Easter headband, face painting, photo booth, sweet shop, balloon modelling
- Enter the colouring competition to win a prize

Why it's a great idea:

The Easter Bunny Hop is an inclusive children disco for the family. We are are crowdfunding to cover the cost of the event and looking for organisations to provide activities on the day. The Easter Bunny Hop is a ticketed event and all proceeds raised on the day go to providing social activities for disabled children and adults across West Sussex. By pledging your support you will help disabled people living in our community to combat loneliness.

Steps to get it done:

- Our local community contributes to the cost of the event
- Apply for match-funding from Santander Discovery Grant
- Apply for funding from Police Property Act Fund
- Apply for funding from Tesco's Bags of Help grant
- Local organisations pledge their support through providing activities for free

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Adur County Local Committee Community Initiative Fund application



CLC Reference: 332/A

Local Councillor: David Simmons

Status: Fundraising Stage

Project Cost: £23,070.00 (as found under crowdfunding goal total)

Project Title: Dementia Friendly Adur and Worthing

About:

We want to deliver pop up dementia hubs across the borough of Worthing and district of Adur in prominent locations such as day centres, GP surgeries, libraries, churches etc.

The aim of the pop up hubs is a one stop shop information point for local residents, their carers and anyone else affected by or with an interest in dementia. The hubs will be placed in locations such as Worthing Library, St Lawrence Surgery, Southdown Leisure, Impulse Leisure, Worthing Hospital, Worthing Town Centre and Drumconner Care Home.

The hubs are supported by a coordinator and someone from local organisations such as Carers Support West Sussex, Alzheimer's Society, Guild Care, Dementia Assessment Services, Carers and people living with dementia who are all part of the Worthing Dementia Action Alliance.

The hubs are an opportunity for people to find out information if they don't know where else to go or may not have the resources to find out about local day services or support groups.

Project Delivery Manager: Worthing Dementia Action Alliance

About me:

The Worthing Dementia Alliance has been in existence for 5 years since its first conception in 2013, when the social action group was formed by several different national and Worthing based charities and has been led on a voluntary basis by likeminded people who want to make a difference for people living with dementia and their carers who live in and around the Worthing area.

The Alliance has bi-monthly open community meetings in different public spaces across the area. Anyone interested in making changes for people affected by dementia (PABD) can attend. The matters and actions that are raised by this group meeting are then transferred to the alliance steering group which consists of a group of PABD, carers and health and social care professionals from third sector, statutory services and the local private sector. These actions will then be addressed and reported back to the alliance meetings at the following meeting.

Some of the things achieved over the past 5 years have been:

- A website as well as social media (Facebook, Twitter and Instagram)
- Stagecoach buses becoming dementia friendly
- Southdown leisure hosting dementia friendly events
- Over 40 businesses and organisations have joined the Alliance and are actively working towards becoming dementia friendly

Website: <http://www.dementiafriendlyworthing.org>

Why we're pitching for a pledge:

Run by volunteers, with assistance of NHS & charities our vision is to create a dementia friendly community for people living with Dementia.

What we'll deliver:

- A one stop information point for independent information about all forms of dementia and the services available.
- An opportunity for people to talk in a non-clinical setting about their experiences.
- We can support people to identify services they may need and help them access these services by referring them directly

Why it's a great idea:

A non-clinical, friendly informative supportive service for absolutely anyone to access in a relaxed informal setting.

Steps to get it done:

- Provide at least 2 pop up hubs each month across Adur and Worthing and create new Dementia Friends at regular sessions.

We'll be working with over 40 dementia friendly partners from the public, private and voluntary sectors to deliver these pop up hubs. We will identify key areas across Adur and Worthing that give easy access for people to visit whether they intend to come and speak to us or happen upon us. Worthing has trialled some pop up dementia hubs in Worthing Library, St Lawrence Surgery and Southdown Leisure and these have highlighted the need for them to happen more frequently across a wider area. The coordinator will use some of the allocated time to visit local dementia services, community events and Alliances to ensure the pop up hubs are kept current and deliver new information at each one that is relevant to people affected by dementia.

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