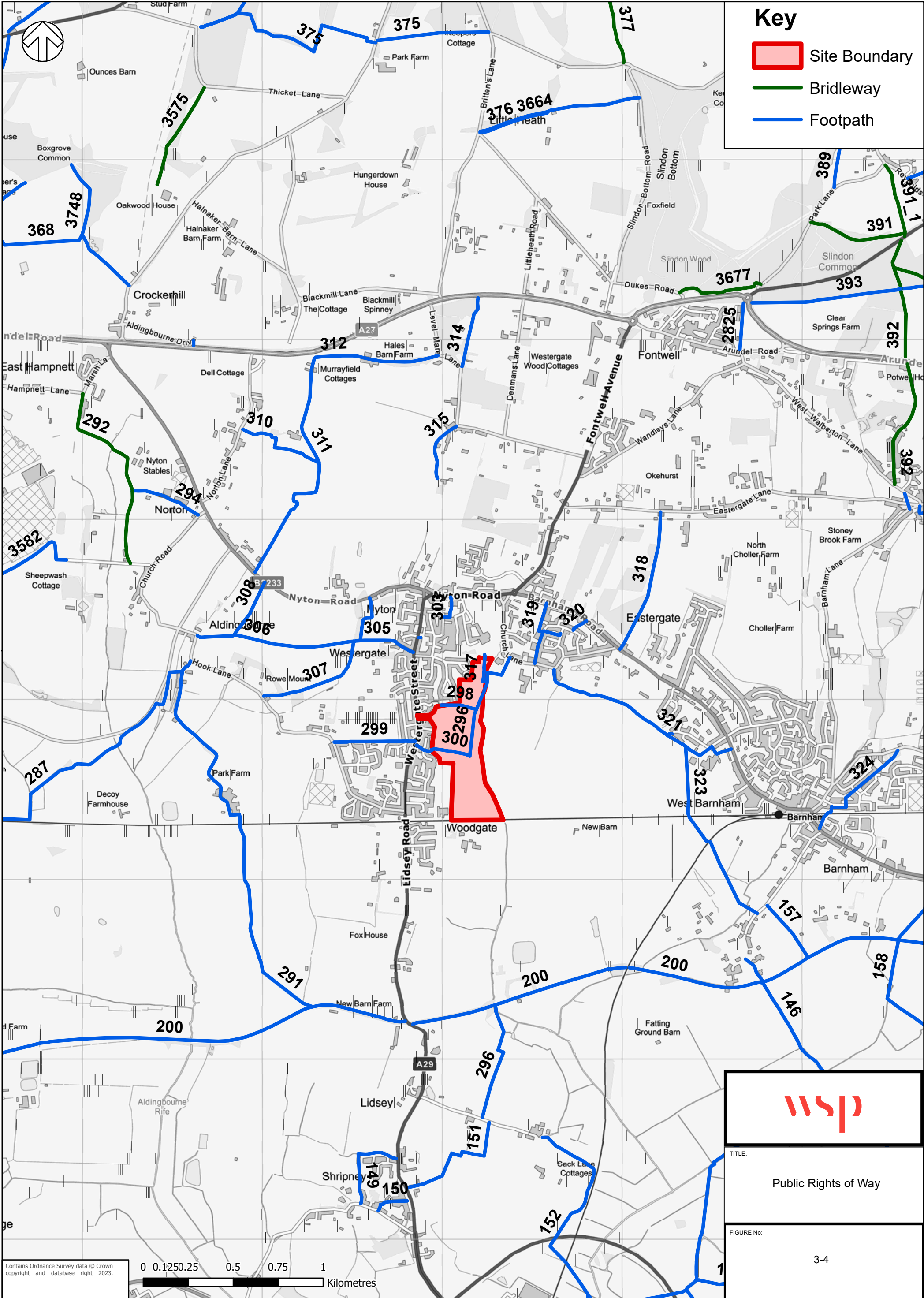


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ROUTES TO / FROM THE NORTH OF THE SITE

- 3.4.7. Several routes currently exist allow access to / from Westergate village centre, Ormiston Academy Six Villages Academy and Six Villages Sports Centre

St Richard's Road - Ivy Close - Elm Road - Footpath 303 - Lime Avenue

- 3.4.8. Exiting the site at the southern end of St Richard Road this route uses existing footways along St Richard's Road, Ivy Lane, Ivy Close and Elm Road to connect into Footpath 303. All of these roads are residential in nature, have street lighting and are lightly trafficked making them conducive for walking. Footpath 303 runs across the frontage of residential properties with open front gardens and also has street lighting.



Photograph 4 – Footpath 297 connection to St Richard's Road



Photograph 5 – Connection to St Richard's Road



Photograph 6 – Ivy Close



Photograph 7 – Footpath 303 between Elm Road and Lime Avenue

- 3.4.9. Footpath 303 at the location shown on Photograph 4 connects with the A29 Nyton Road and Westergate village centre via the continuation of Footpath 303 in a north-south alignment or Lime Avenue, which also provides access to Six Villages Sports Centre and Ormiston Six Villages Academy. At the Lime Avenue junction with A29 Nyton Road there is a signalised pedestrian crossing.

St Richard's Road - Ivy Close - A29 Westergate Street

- 3.4.10. At noted in paragraph 3.4.8 Ivy Lane and St Richards Road are conducive for walking with pedestrian footways and street lighting provided. A signalised crossing is present on A29 Westergate Street just north of the junction with Ivy Lane which facilities access which facilities access to the convenience store on western side of the A29.

St Richard's Road - Ivy Close - Ormiston Six Villages Academy Shared Use Path - Church Lane

In addition to the above an additional route exists via Church Lane which can be accessed via St Richard's Road / Ivy Lane or Footpath 317 at the northern site boundary. Ivy Lane and Church Lane are connected via a Shared Use Path, as shown on Photograph 8 and 9. This shared-use path also provides direct access into Six Villages Sports Centre and Ormiston Six Villages Academy and Eastergate Church of England Primary School.



**Photograph 8 – Ivy Lane to Church Lane
Shared Use Path Eastern End**



**Photograph 9 – Ivy Lane to Church Lane
Shared Use Path Western End**

- 3.4.11. The shared-use path has a hardstanding surface and whilst vegetation has encroached onto the path offers a width of approximately 2.5m. It therefore offers an all-weather route to and front the site although it is noted that there is no street lighting.
- 3.4.12. Beyond the shared-use path Church Lane is a lightly trafficked mainly residential road. There are not footways but Church Lane is lightly trafficked. On the site visit several pedestrians were observed using the route. Church Lane provides routes to Westergate village centre to the north, Eastergate Church of England Primary School, The Wilkes Head public house, Eastergate and Barnham.

Footpath 296 to Church Lane

- 3.4.13. In addition to the route described above, footpath 296 connects the site to Church Lane via a path that runs along the southern and eastern boundary of Eastergate Church of England Primary

School. This path, shown on Photographs 10 and 11, consisted of a narrow and unsurfaced path and therefore is unlikely to provide a suitable all-weather route for journeys to school.



Photograph 10 – Footpath 296 at Southern boundary of School



Photograph 11 – Footpath 296 at Eastern boundary of School

ROUTES TO / FROM THE WEST OF THE SITE

In addition to the connections to the north, the PRoW and existing highway network provides connections to facilities west of the site.

Routes to Aldingbourne Community Sports Centre

- 3.4.14. There are currently two existing routes between the site and Aldingbourne Community Sports Centre. Firstly, there is the St Richard's Road - Ivy Close – A29 Westergate Street route as described in paragraph 3.4.10. Whilst this isn't the most direct route, it uses quiet residential streets for the majority of the route and is via the signalised crossing point on the A29.
- 3.4.15. The second route is via Pine Close and along the A29 Westergate Street, although it is noted that there is no formal crossing provision on this section until reaching the signalised crossing north of Ivy Lane.

Routes to Aldingbourne Primary School

- 3.4.16. As above, there is also two routes between the site and Aldingbourne Primary School. The first is via Pine Close and south along the A29 Westergate Street with crossings provided at either the

existing pedestrian refuse island north of Elmcroft Place or the signalised pedestrian crossing located approximately 170m further south.

- 3.4.17. In addition Footpath 300 provides a route to / from the site via Elmcroft Place. This however is rural footpath without formal surfacing. This was observed to be muddy with overgrown vegetation limiting its width for much of the route during site visits. This is therefore considered to offer a leisure route rather than one that would be used regularly for journeys to school. Images of the route are shown in photographs 12 and 13.



Photograph 12 – Footpath 303 Eastern end



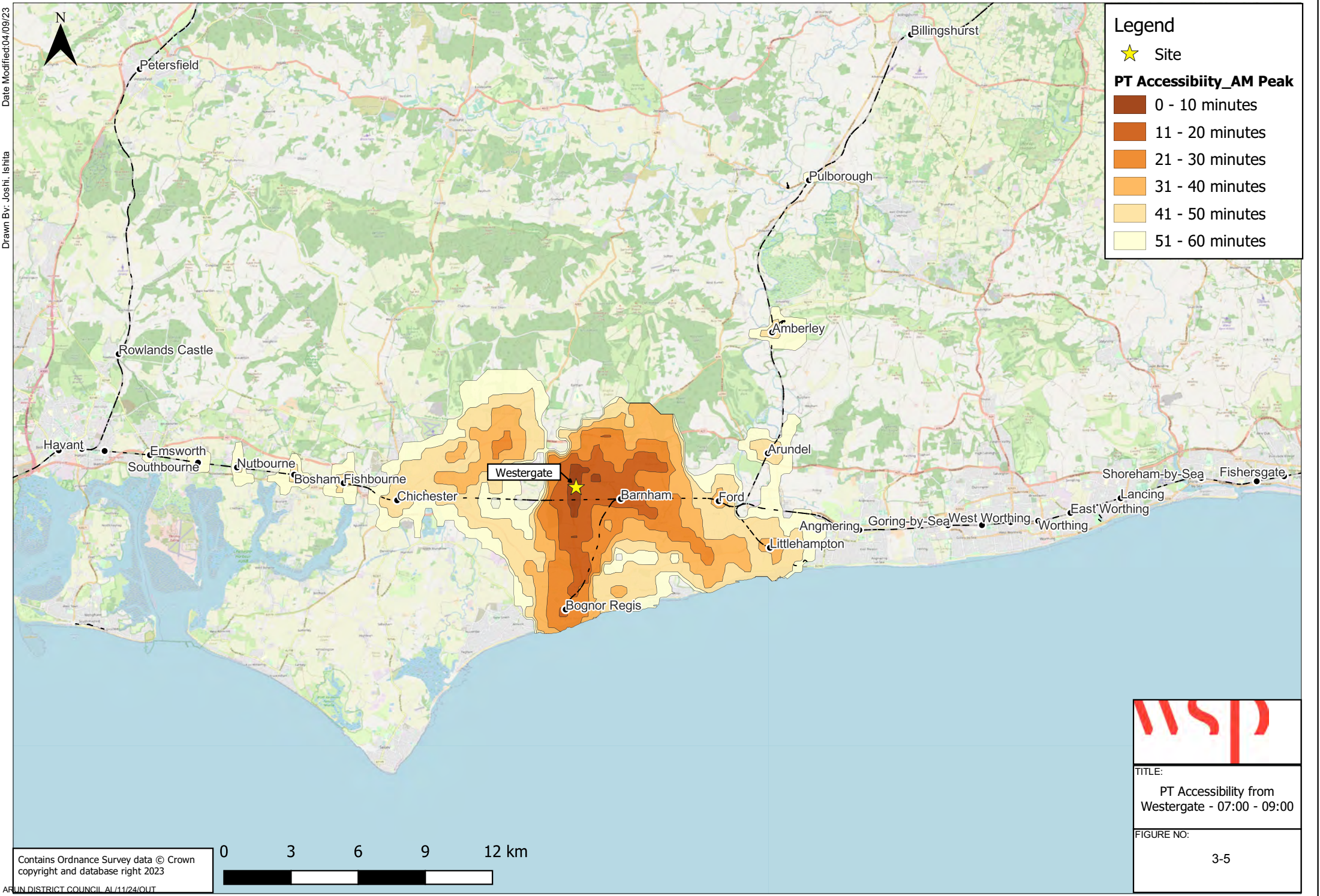
Photograph 13 – Footpath 303 Western end

3.5 CYCLE NETWORK

- 3.5.1. There is no existing dedicated cycle network in the vicinity of the development. The nearest cycle routes are found along A259 linking Chichester to Bognor Regis. This comprises the National Cycle Network Route 2 which is a long distance cycle route and, when complete, will link Dover with St Austell via the South Coast of England. The route is currently 361 miles long. The provision along the A259 includes an off-carriageway cycle route providing a safe and suitable cycling connection.
- 3.5.2. Although there are no dedicated cycle routes located in the immediate vicinity of the site, A29 Westergate Street has sufficient width to allow for on-road cycling, with sufficient visibility along the length of the road and at junctions along the route. Also, within the vicinity of the site observed speeds taken from the ATC surveys appear suitable for cycling. Additionally, the B2233 Barnham Road provides sufficient width to enable on-carriageway cycling to occur, providing a connection from the site to Barnham Rail Station.

3.6 PUBLIC TRANSPORT

- 1.1.1. This section outlines the bus and rail network in the vicinity of the site and **Figures 3-5** and **3-6** show the public transport accessibility in the AM and PM peak respectively.

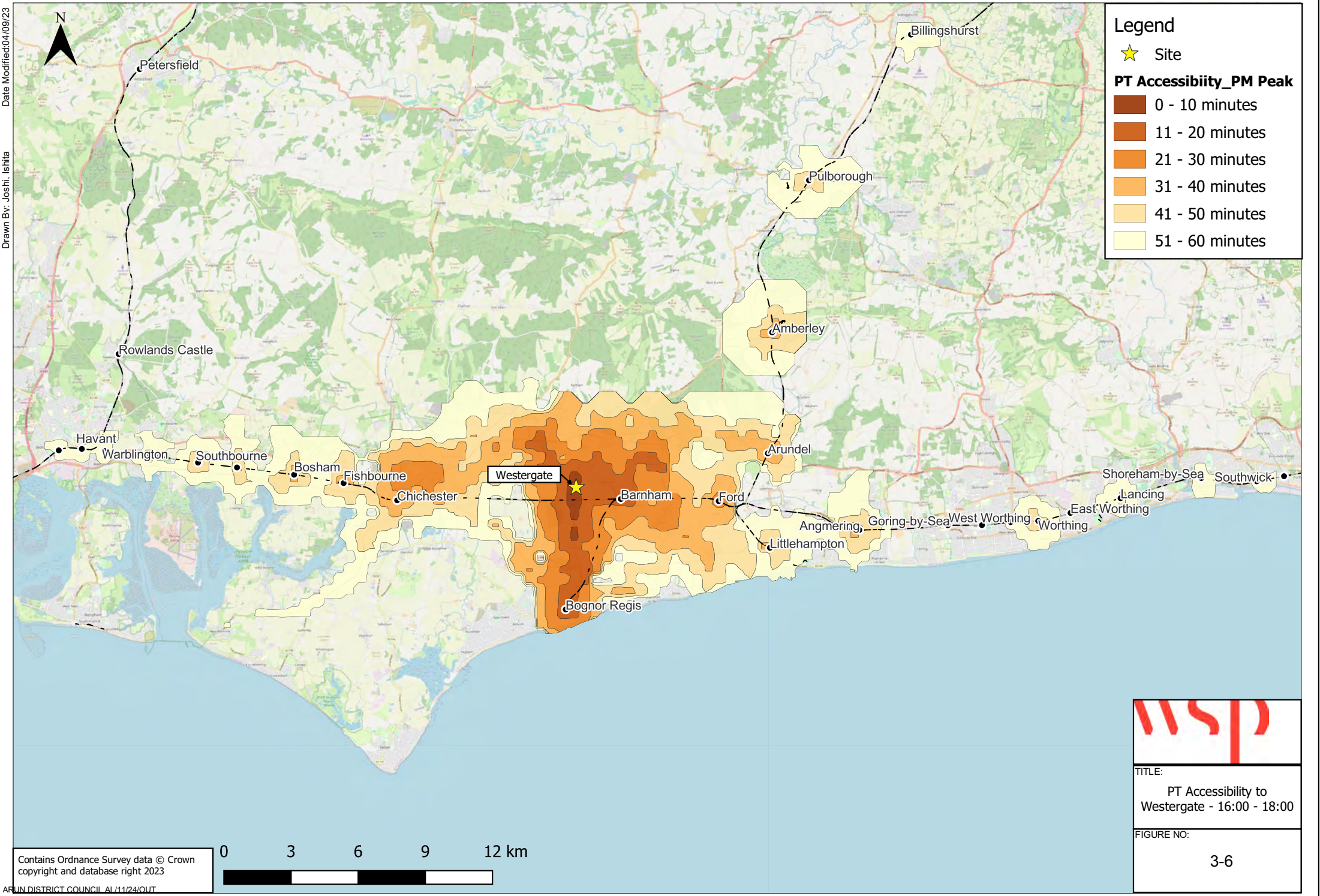


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TITLE:
PT Accessibility from
Westergate - 07:00 - 09:00

FIGURE NO:
3-5



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BUS NETWORK

- 3.6.1. The closest bus stop is 150 metres to the south of the access point along A29 Westergate Street. There are both northbound and southbound bus stops in this location. A bus stop flag is provided on both sides of the street. The stops are located on the footpath and a firm level service is provided at the stop location.
- 3.6.2. The stops are served by bus Route 66 provided by Compass Bus. Route 66 travels from Bognor Regis to Yapton via Barnham as a loop service. Northbound services travel onto Barnham Station and southbound services travel towards Bognor Regis. Services are provided Monday to Saturday, with no Sunday service. Bus times have been sourced from the Compass Bus website and as shown in **Table 3-2**.

Table 3-2 - Route 66 Bus Times

Direction	Times					
Southbound	0754	0906	1106	1324	1542	1720
Northbound	0831	1031	1250	1505	1648	1753

- 3.6.3. Bus stops within a 15-minute walk north of the site also provide access to services 85 and 500. The number 85 operates between Chichester and Arundel, whilst the 500 bus runs between Littlehampton and Chichester. The route 85 and route 500 bus services are summarised in **Table 3-3** and **Table 3-4**, respectively.

Table 3-3 - Route 85 Bus Times from The Island

Direction	Times				
Westbound	0816	1016	1216	1416	1616
Eastbound	0928	1110	1310	1517	1659

Table 3-4 - Route 500 Bus Times from War Memorial

Direction	Start time	End time	Buses per Day	Frequency
Westbound	05:55	00:24	32	30 minutes
Eastbound	05:35	23:43	33	30 minutes

RAIL NETWORK

- 3.6.4. The closest rail station is located at Barnham Station which is located two miles along the road network from the site (A29 and Barnham Road). The station is accessible on foot, by bicycle, car or via bus Route 66 as above. The station is serviced by the West Coastway line which runs between Southampton and Brighton, and a spur line to Bognor Regis. Services are provided to Southampton, Portsmouth, Bognor Regis, Brighton and London Victoria.
- 3.6.5. Station facilities include the provision of bicycle parking, car park (pay and display spaces), step free access and refreshment facilities. Car parking (125 spaces) is provided for general vehicles, parking for people with disabilities, and vehicles with electric car charging.
- 3.6.6. Train services are provided by Great Western and Southern Rail with details of destinations available shown in **Table 3-5**.

Table 3-5 - Rail services from Barnham

Destination	Number per hour
Brighton	2
London Victoria	4
Littlehampton	2
Bognor Regis	4
Southampton Central	2
Portsmouth and Southsea	3
Portsmouth Harbour	1

3.7 EXISTING MODE SHARE AND TRIP DISTRIBUTION

- 3.7.1. An examination has been made of the existing modal split of people residing locally to the proposed site using Method of Travel to Work data from the 2011 Census. It has been determined not to use 2021 Census Data due to the impacts of the UK COVID lockdowns on working patterns (i.e. remote working). Therefore, the use of 2011 Census Data is considered to be more representative. The proposed development is located within the Barnham ward and any development in this area may reflect existing data trends before the introduction of travel plans. The modal split for this area is shown in **Table 3-6**.

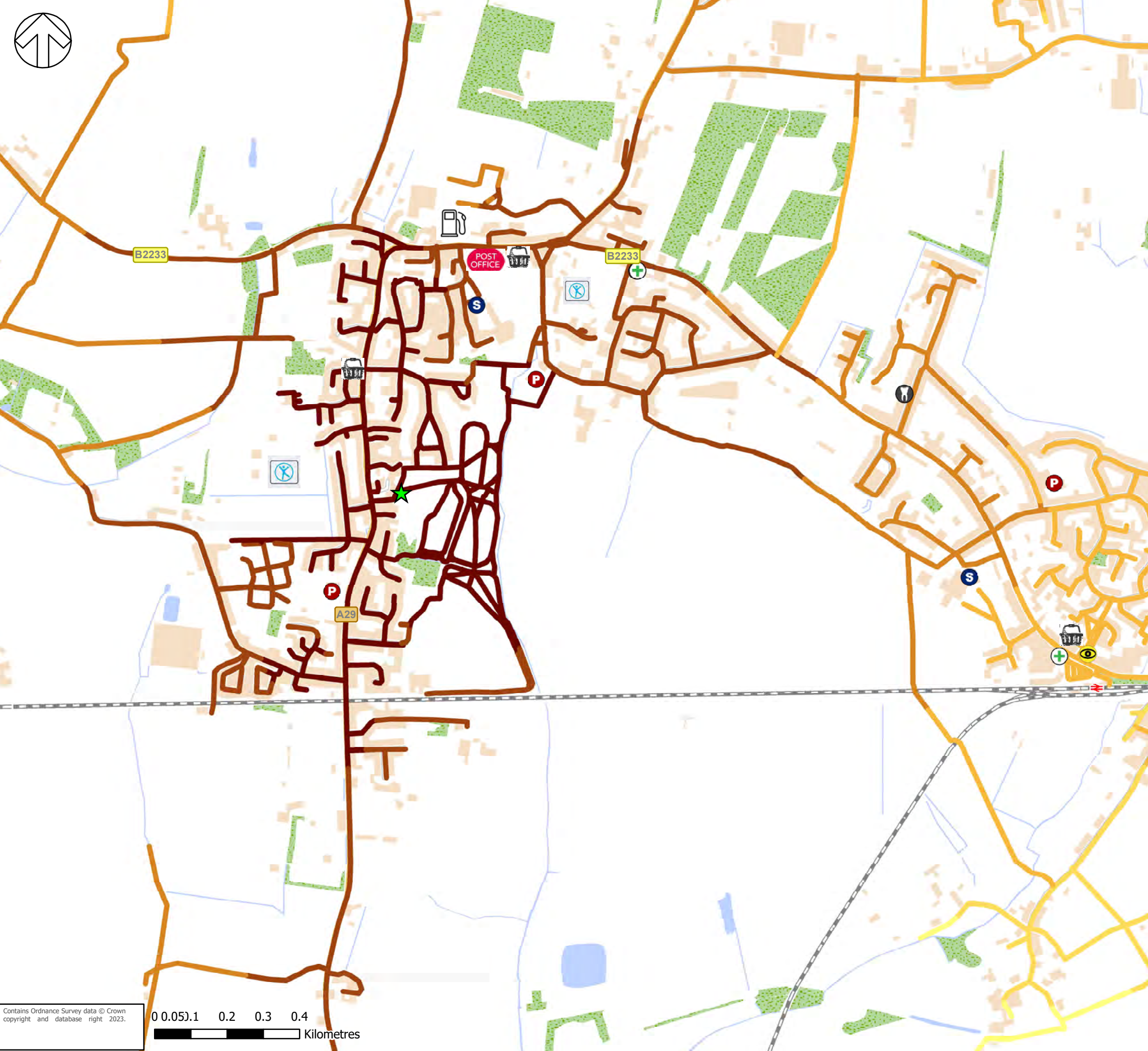
Table 3-6 - Method of Travel to Work

Mode	Barnham Average share	West Sussex	England
Working from Home	8.05%	6.69%	5.36%
Train	8.28%	7.69%	9.42%
Bus, Minibus, Coach	0.50%	3.60%	7.50%
Taxi	0.11%	0.33%	0.52%
Motorcycle, Scooter, Moped	0.76%	0.78%	0.82%
Driving a Car	69.5%	61.54%	57.01%
Passenger in Car	4.33%	4.81%	5.03%
Bicycle	2.16%	3.04%	2.95%
On Foot	5.76%	10.93%	10.74%
Others	0.60%	0.59%	0.65%

- 3.7.2. In terms of the overall modal share, **Table 3-6** above shows that the Barnham ward has a higher car driver mode share compared to that of West Sussex and England but has a higher rail mode share than West Sussex. The cycle and walking mode share is lower in Barnham than West Sussex and the national average.

3.8 WALKING AND CYCLING ACCESSIBILITY TO LOCAL FACILITIES

- 3.8.1. The routes to village and to local facilities can be seen in **Figure 3-7** and **Figure 3-8**. These figures show approximate walking and cycling times from the site to facilities including schools, shops and Barnham Railway Station.



Key

★ Site

Facility Type

- H Hospital
- + GP Practice
- + Pharmacy
- T Dentists
- 👁️ Opticians

School Type

- P Primary
- S Secondary

Walking Accessibility (4.8kph)

Walk Speed: 4.8kph

- 0 to 10 Minutes (0 - 800 Metres)
- 10 to 20 Minutes (800 - 1600 Metres)
- 20 to 30 Minutes (1600 - 2400 Metres)
- 30 to 40 Minutes (2400 - 3200 Metres)
- 40 to 50 Minutes (3200 - 4000 Metres)
- 50 to 60 Minutes (4000 - 4800 Metres)

Other Facilities

- 🛒 Convenience Store
- 🛢️ Petrol Station
- 🚰 Leisure Facilities
- 📮 Post Office



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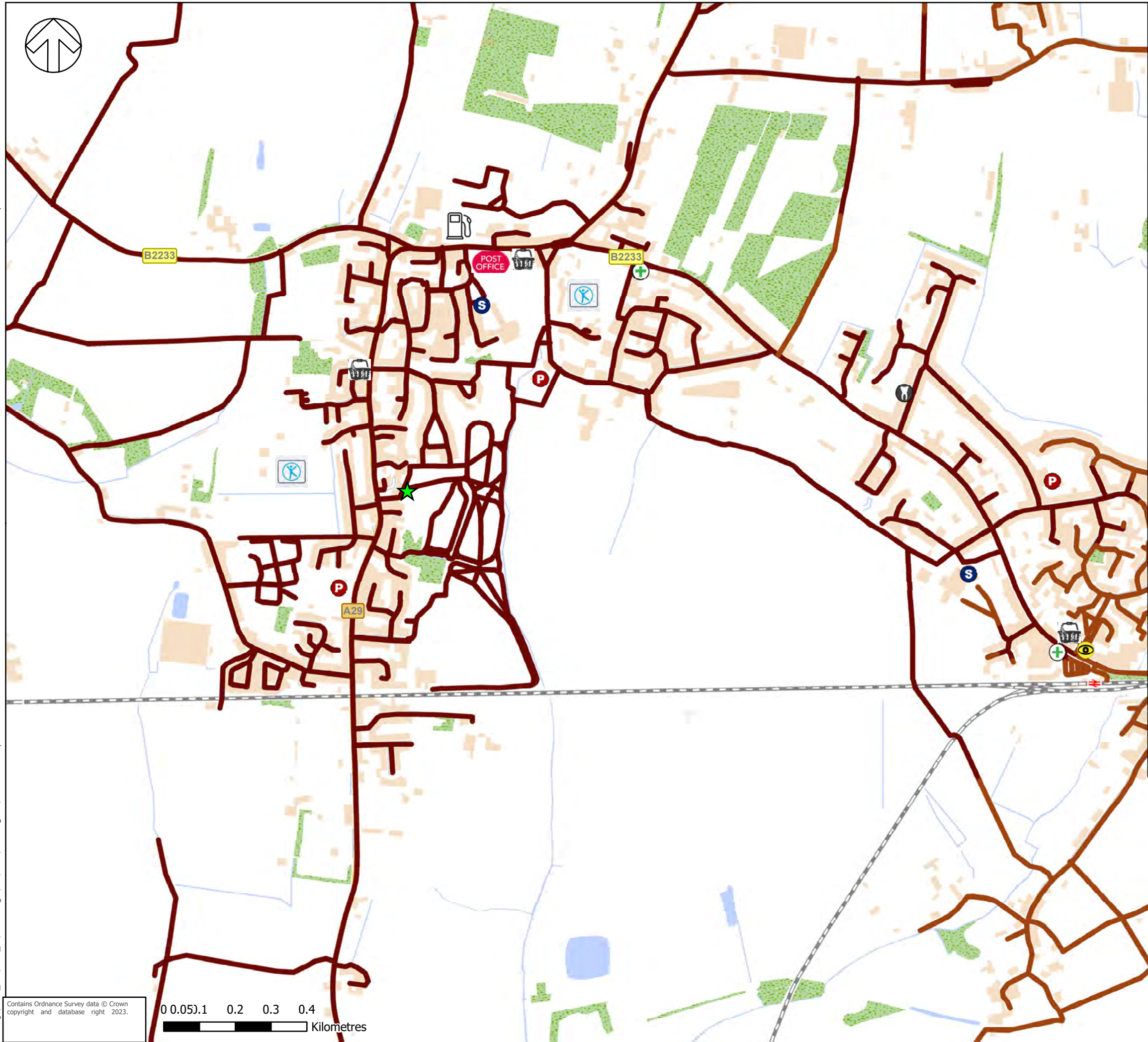
Local Facilities
Walking Distance

FIGURE No:

3-7

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0 0.05 0.1 0.2 0.3 0.4
Kilometres



Key

★ Site

Facility Type

- H Hospital
- + GP Practice
- + Pharmacy
- T Dentists
- E Opticians

School Type

- P Primary
- S Secondary

Cycling Accessibility (16kph)

Cycle Speed: 16kph

- 0 to 10 Minutes (0 - 2667 Metres)
- 10 to 20 Minutes (2667 - 5333 Metres)
- 20 to 30 Minutes (5333 - 8000 Metres)
- 30 to 40 Minutes (8000 - 10667 Metres)
- 40 to 50 Minutes (10667 - 13333 Metres)
- 50 to 60 Minutes (13333 - 16000 Metres)

Other Facilities

- Convenience Store
- Petrol Station
- Leisure Facilities
- Post Office

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0 0.05 0.1 0.2 0.3 0.4
Kilometres

TITLE:

Local Facilities
Cycling Distance

FIGURE No:

3-8

WALKING AND CYCLING DISTANCES

- 3.8.2. Manual for Streets states: “walking offers the greatest potential to replace short car trips, particularly those under 2km”. The CIHT document ‘Providing for Journeys on Foot’, sets out further guidance pertaining to general recommended walking distances. This document advises that typically, 80% of all journeys under one mile (1.4km) are made on foot while 60% of all journeys under 2 miles (2.8km) are made on foot. It also sets out the following suggested acceptable maximum walking distances and may be used for ‘planning and evaluation purposes. The Table below sets out recommended walking distances.

Table 3-7 - CHIT “Providing for Journeys on Foot” Recommended Walking Distances

	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Accepted	400m	1km	800m
Preferred Maximum	800m	2km	1.2km

- 3.8.3. There is no suggestion that the above thresholds are definitive figures or ‘cut-off’ thresholds above which an individual would not necessarily choose to walk. There are a number of factors affecting a given individual’s decision as to whether or not to walk to a given destination.
- 3.8.4. CD 143 – Designing for walking, cycling and horse-riding provides requirements and advice for the design of walking, cycling and horse riding facilities adjacent to motorway and all purpose trunk road network.
- 3.8.5. On the basis of the above, it is apparent that the majority of people would walk to destinations that are up to in the order of approximately 3km away, although the ‘preferred maximum’ is typically 2km for commuting and school purposes and 1.2km for other destinations. It is also apparent that the vast majority of people would cycle to destinations that are up to in the order of approximately 5km away, with a significant proportion would also cycling to destinations 8km away.

CYCLING

- 3.8.6. LTN 1/20 – Cycle Infrastructure Design – provides guidance on cycling (and walking) distances, stating: “two out of every three personal trips are less than five miles [8km] in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking.”
- 3.8.7. The National Travel Survey highlights that the average cycle trip is currently 3.4 miles (5.5km) while Local Transport Note 1/04 highlights the average distance travelled by Non-Motorised Users (NMUs) at that time and suggests that “...journeys up to three times [the average distance] are not uncommon for regular commuters” accepting that “...fitness and physical ability, journey purpose...and conditions” are relevant factors. It should also be noted that this distance is an

average distance, and consequently, some people are willing to cycle further than this distance regularly.

ACCESSIBLE FACILITIES

- 3.8.8. A significant number of facilities are accessible on foot or by bicycle from the site within the acceptable distances set out above and as shown in **Figure 3-7** and **Figure 3-8**. A primary school and secondary school can be walked to in under 10 minutes (based on an assumed walking speed of 4.8kph) and cycled to in less than five minutes (based on an assumed cycling speed of 16kph). Barnham town centre is approximately 3.1km away and offers a range of shops and services. There are bicycle stands provided on Yapton Road, making cycling to the village centre a realistic modal choice.
- 3.8.9. **Table 3-8** lists the nearest examples of several types of facility within 2.4km of the site, a distance which can be covered in approximately 30 minutes on foot or ten minutes by bicycle. These facilities are within the two-mile walking distance stated in Manual for Streets as being easily walked by the majority of people.

Table 3-8 – Accessibility to Local Facilities

Facility Name	Location	Facility Type	Distance from Site Access on foot/ by bicycle
Aldingbourne Primary School	A29 Westergate Street	Primary School	400m
Aldingbourne Community Sports Centre	Olivers Meadow	Sports Centre	530m
Eastergate CE Primary School	Church Lane	Primary School	600m
Ormiston Six Villages Academy	Lime Avenue	Secondary School	680m
Six Villages Sports Centre	Lime Avenue	Sports Centre	680m
Hirange Supermarket	A29 Westergate Street	Convenience Store	700m
Westergate Day Nursery	Lime Avenue	Nursery	900m
Eastergate Pre School	Barnham Road	Nursery	1,300m

The Croft Pharmacy, Eastergate	Barnham Road	Pharmacy	1,500m
Croft Surgery, Eastergate	Barnham Road	GP Practice	1,500m
Mr N Tsois, Barnham	Downview Road	Dentist	1,900m

- 3.8.10. It can be seen from the information presented that the site has good accessibility to local facilities on foot or by bicycle.

3.9 PERSONAL INJURY COLLISION DATA

- 3.9.1. Personal Injury Collision (PIC) data has been obtained from WSCC recorded by Sussex Police for the previous five years (1st May 2018 to 30th April 2023). The full accident reports, including detailed information and a map showing accident location for each collision, are found within **Appendix A. Figure 3-9** illustrates the scope and PIC data received.