

Old Ford to Hunston Canal GREENWAY (West Sussex)

ROUTE OVERVIEW TO REPURPOSE AND PROTECT THE CANAL

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This concept paper sets out to show how a GREENWAY could be created by using and supporting the old canal. This will give villagers, newcomers and visitors an opportunity to visit the old canal whilst travelling through this very historic area of West Sussex. Starting at the River Arun it moves west across to Hunston.

The Vision

To create a GREENWAY along or close to the Old Ford to Hunston Canal route. By developing this GREENWAY we can create an Active Travel route that serves and joins the local communities, supports Government targets and promotes an alternative means of travel to residents and at the same time ensures that the future of the Canal is protected.

Benefits

- Space will be created for cycling, walking and horse riding in a safe environment with benefits to participants of wellbeing, exercise, safe movement and sustainable transport options for commuting
- Its creation would offer an alternative travel option to all the new residents from the recently built housing estates and positively impact on traffic levels and congestion. The route brings together/ links with other GREENWAYS, National Cycle Route, Footpaths, Bus Routes and Rail Stations
- Would support the Governments Active Travel, Well Being, Climate Change, Air quality and Health initiatives *
- Create a protected wildlife avenue for animals and plants
- Support equestrian sector which is the second largest rural employer
- Similar GREENWAYS have also benefited from increase visitor numbers and lengthening of tourist season
- Protect existing canal structures and provide opportunities for further restoration

(*Obesity costs the UK £7b per year)

Good will

Community involvement is essential if this vision is to move forward and key will be the goodwill and support of landowners in making this happen

Timespan

Whilst it would be good to have it completed for the Canals 200th Birthday (2023) in reality it would probably be completed by a sectional approach

Costs

A detailed costing has not been completed at this stage (average per mile development costs are normally around £300k the route is approx. 10 miles long). Every pound invested in cycle /walking normally yields a return of around five pounds although much higher figures have been documented. Funding streams could include contributions from new housing estates, lottery funding, infrastructure or DFT active travel funds. So many possibilities!

Route

Where possible the route will follow the canal - however reality rules that some diversions may be needed.

Following pages

The following pages will provide some initial suggestions for the route

Ford Road (River Arun) – Ford Airfield Hangers – to The Towpath

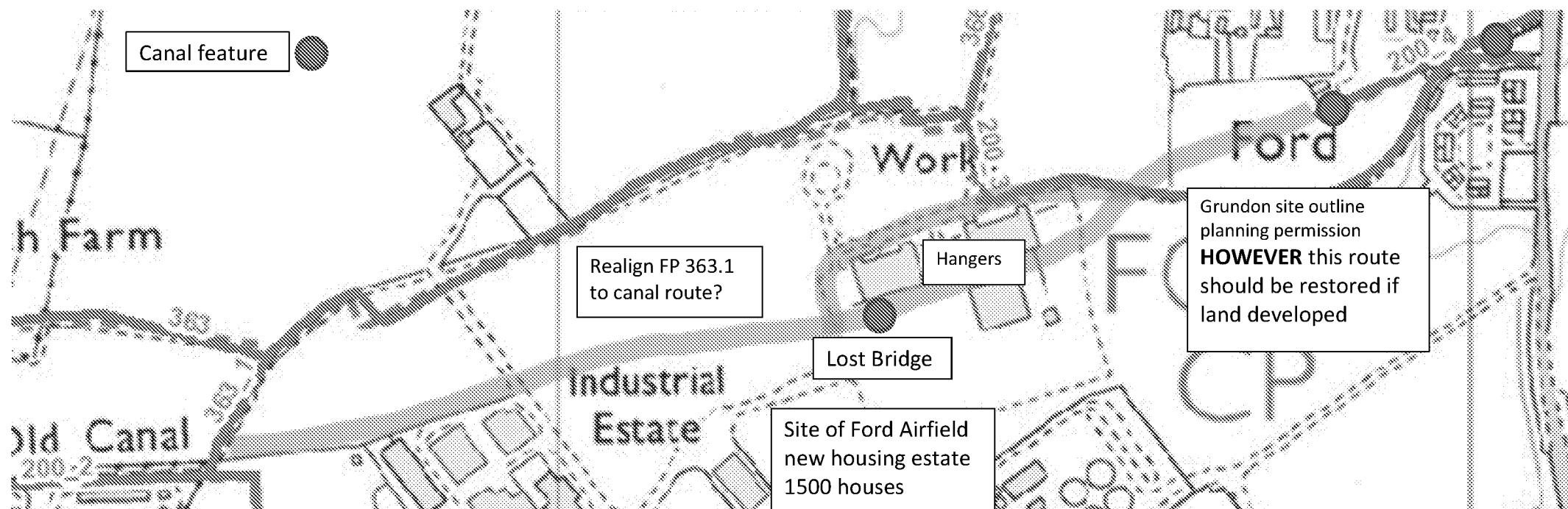


Greenway Route

200.4 (closed) Old canal to be cleared and towpath reinstated. New route across fields to Hangers if site is redeveloped, if not diversion to North of hangers and reconnecting with canal route near the site of a lost bridge

New route then follows original canal forming part of the 1500 house Ford Airfield site, eventually joining with existing canal section north of The Towpath (part of Emerald Gardens Development)

This multiuser path needs to form part of any new development and will ensure that Canal is protected as required in Arun District Plan



The Towpath to Yapton (Church Road) and Main Road

Multiuser path could cross KGV playing field (part of revised Yapton Neighbourhood Plan) on existing FP 363

Sign to be erected explaining

1 Site of Canal Bridge 

2 Site of turning area 

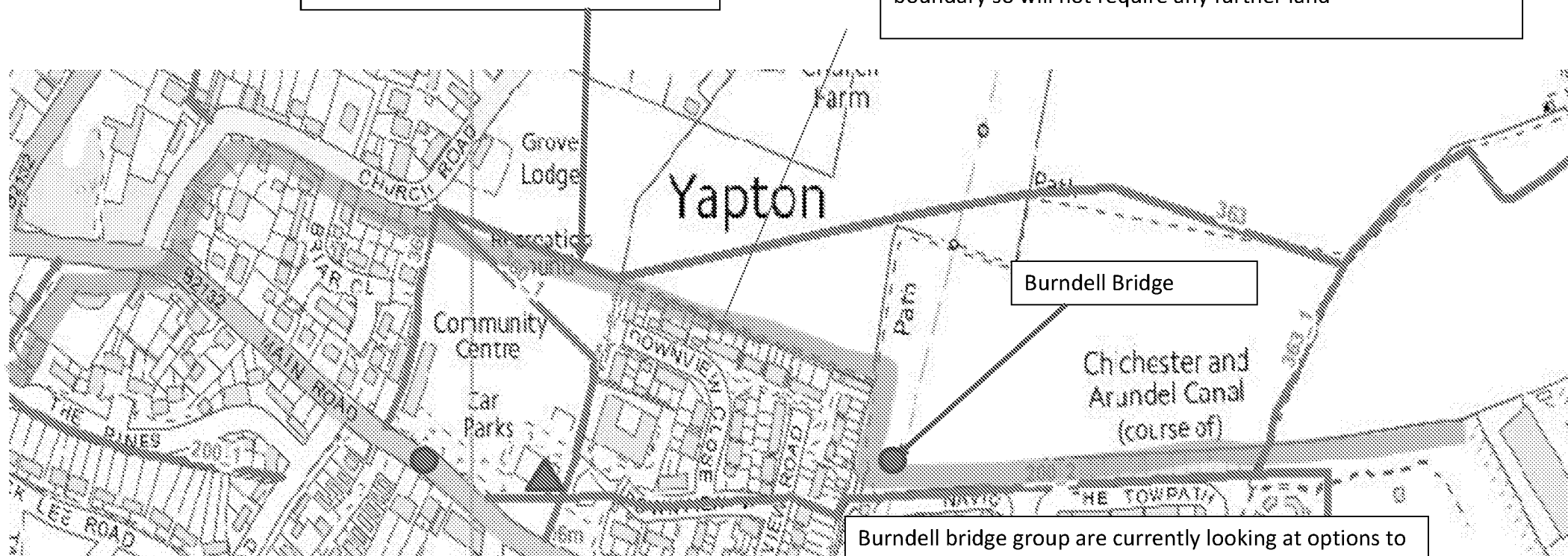
From the playing field the route will use Historic Church Road down to Main Road

200.2 FP (the Towpath) Follows course of canal which will need to be cleared and side reprofiled for NMU / Multiuser path but retaining wildlife area (including replanting)

200.2 FP (Navigators) This stretch appears suitable for NMU but may require some flattening

Burdell Bridge – to be restored and maintained by local group

200.2 FP continues to car park HOWEVER existing northern path needs to be upgraded THEN a new path created on the Northern side of DOWNVIEW close (a trodden and well used path already exists which is already some 2.5 m from field boundary so will not require any further land



Burdell bridge group are currently looking at options to protect and restore this site. This will form part of the GREENWAY and may include a rest area)

Tack Lee Bridge



Tack Lee Bridge

Crossing Yapton main road the path up to Tack Lee Bridge will need sides to be cleared and entrance resurfaced

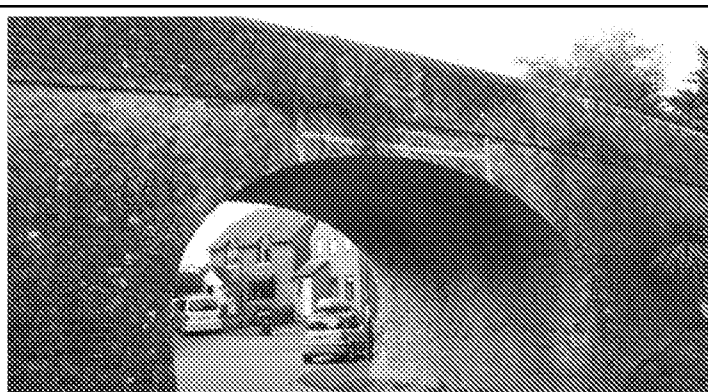
Tack Lee Bridge to be crossed

On the southern side walkers can use existing FP 200.1 heading towards Barnham

A new Multiuser path will need to be created that uses the space between 42 and 46 Tack Lee Road and re-joining FP 200.1 at the end of the properties RED ROUTE

If this is not possible then an alternative route could continue down Tack Lee Road before turning west at the end of the house and following the back of the houses before re-joining FP GREENWAY ROUTE. THIS MUST form part of Drove lane SD7

The route could be incorporated into estate roads.



Tack Lee Bridge to Drove Lane



This route section forms part of the SD7 new housing estate. With the canal being protected there is an opportunity to upgrade FP 200.1 and access points to Canal

Upgraded route will continue to be south of the hedge

Drove Lane will form part of the new entrance to the estate so a multiuser crossing needs to be planned.

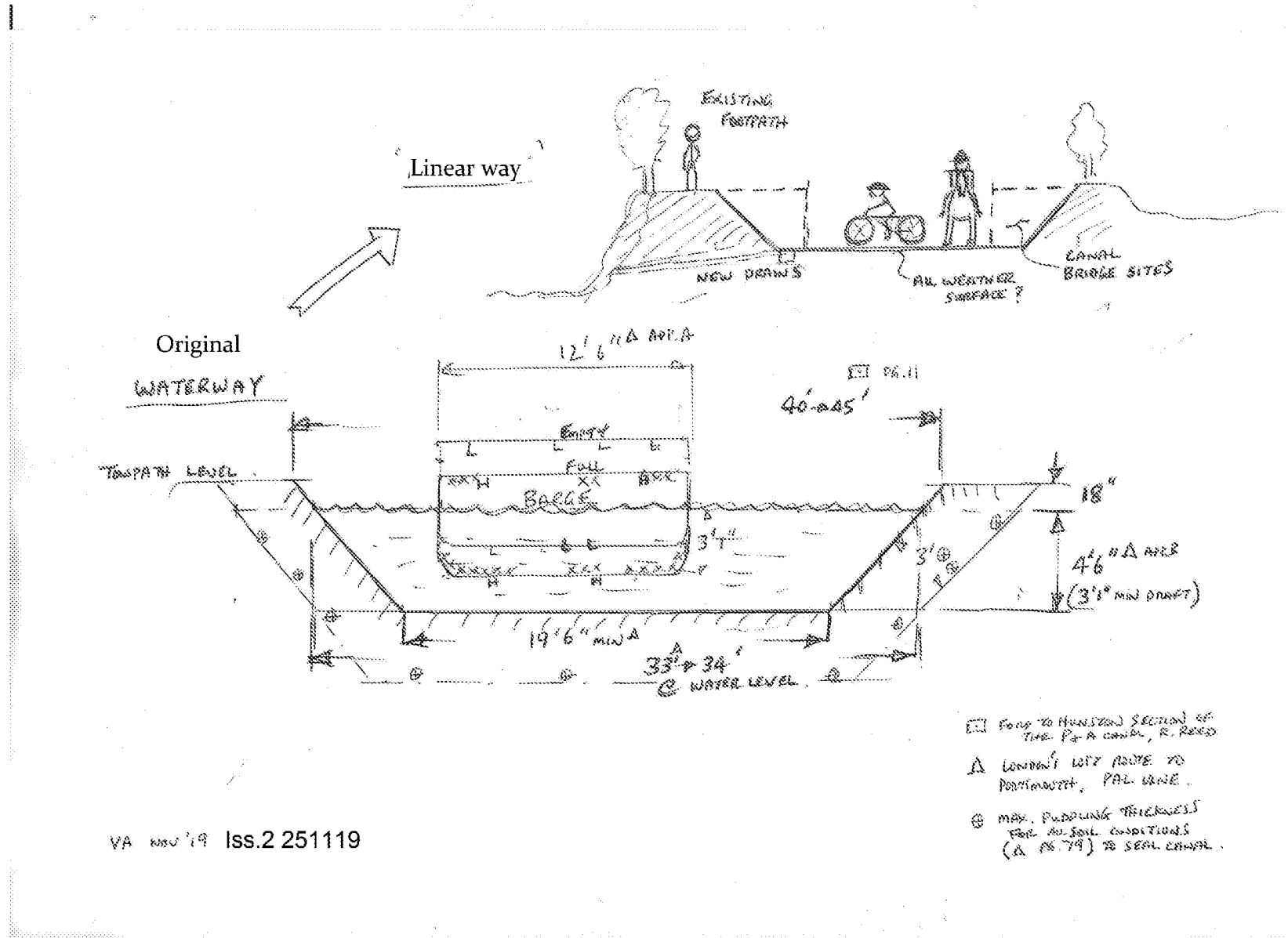
At the western side of the road the old bridge site needs to be cleared to allow what remains of the bridge to be protected and a feature made of it

Path will then continue onto existing canal route

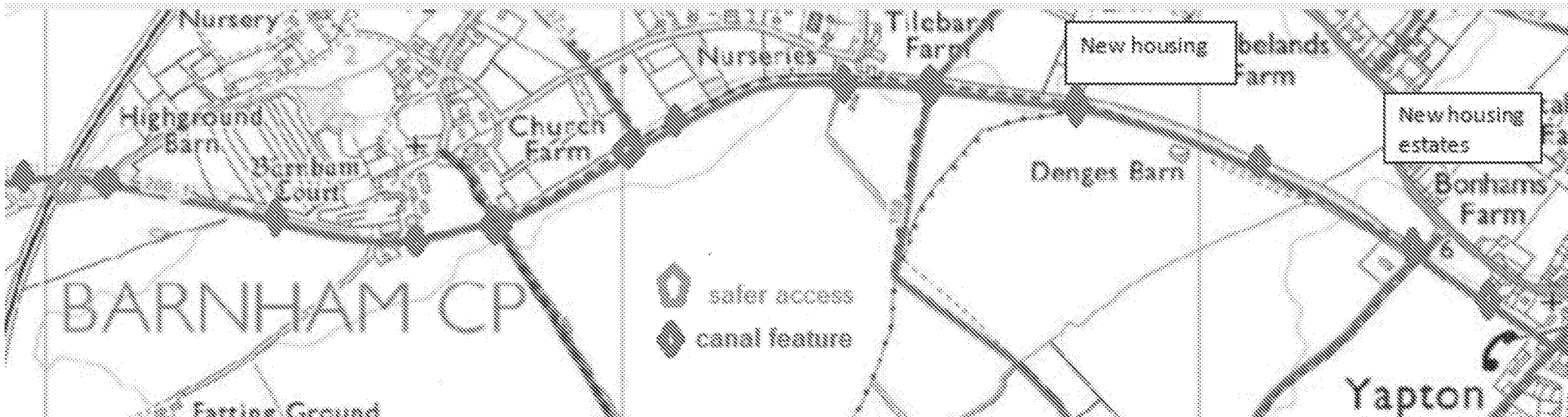
Other new housing sites being built within 500 yards

Bonhams, Stakers Farm, South of Ford Ln /East of North end road/ Maypole Lane

Sketch of cross section of Old Canal with suggested design option where canal dry bed still exists and the land can be reprofiled to improve heritage



Yapton to Barnham to Railway Line

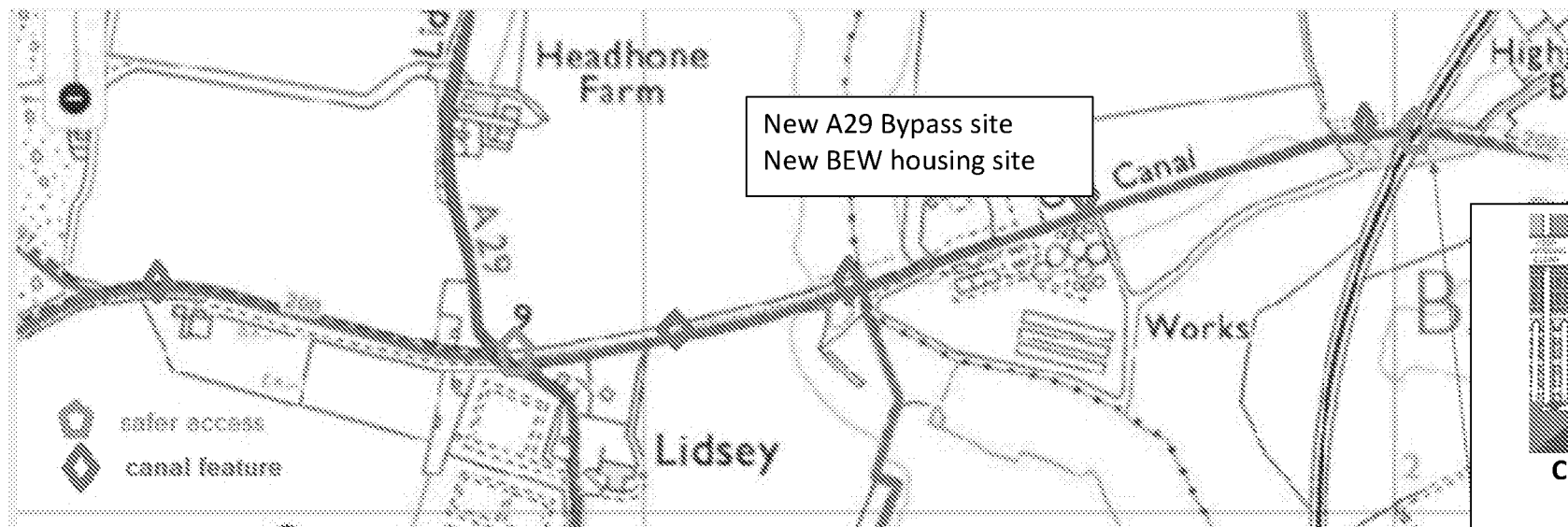


Route to follow old canal FP 200.1 to Railway Line and a safer crossing



Route to follow old canal and links to new housing at Bonhams Farm site, SD7 and new Barnham estates. Link at Tilebarn Farm and Church farm for access to Barnham, Station and Schools and to Cycle path that links to Flansham and NCN2

Railway to Lidsey



Route follows old canal – Railway to Lidsey has a path and route will sit on the south border of the BEW site. The New A29 Bypass route has not yet been finalised. Assuming that it crosses in this section then there will need to be a link to join the two routes and a safe underpass under the A29



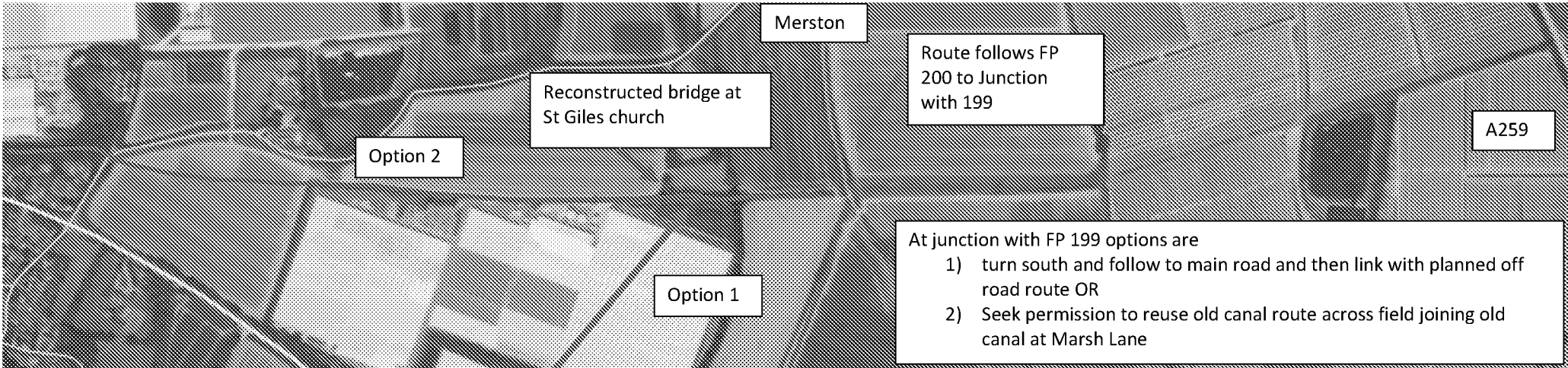
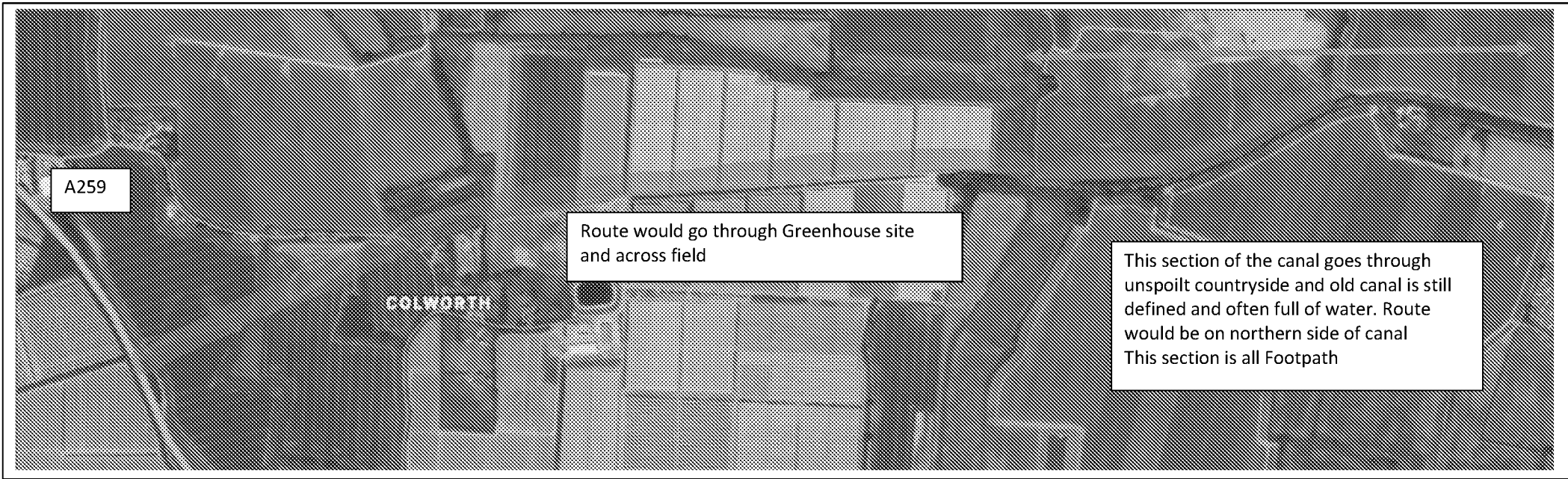
Crossing railway line

Options

- 1) There is potential to go under the line just to the south of the existing track due to the removal of Barnham Rife embankment
- 2) Branch line speed reduced to 20mph at crossing. Automated single barrier installed with cameras linked to Barnham Box
- 3) New bridge over railway line

Lidsey to Colworth

Existing restored canal bed in this area

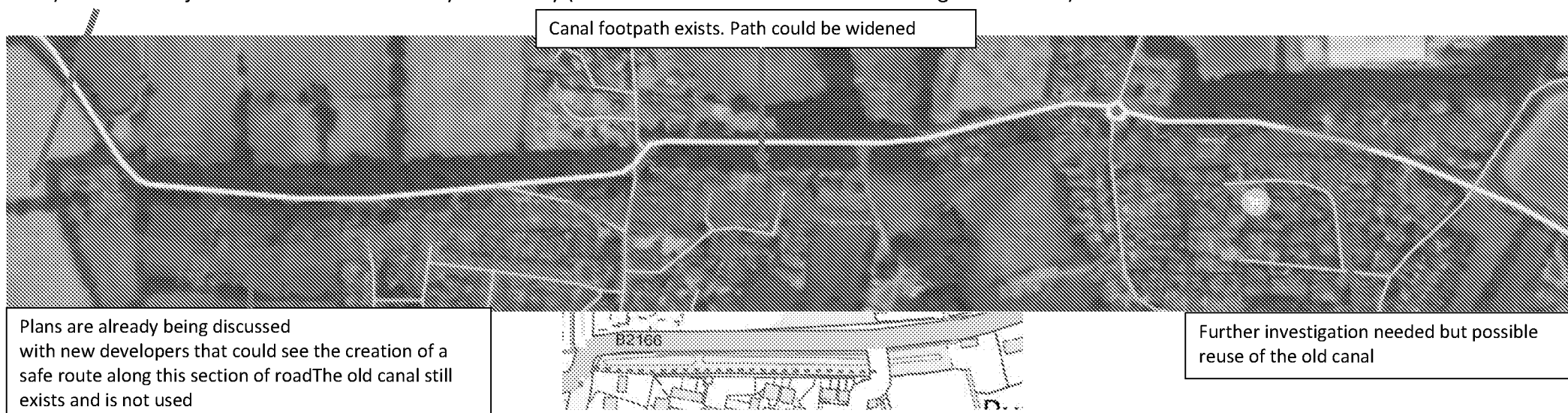


At this site could be created a NEW CANAL BASIN with potential to develop the waterway eastward along old canal route as land use changes and complimenting the GREENWAY

From west of and including Aldingbourne rife embankment there is some merit in looking at a longer term waterway restoration programme which reconnects to the Chichester canal section via an alternative northern route around North Mundham and again incorporating GREENWAY

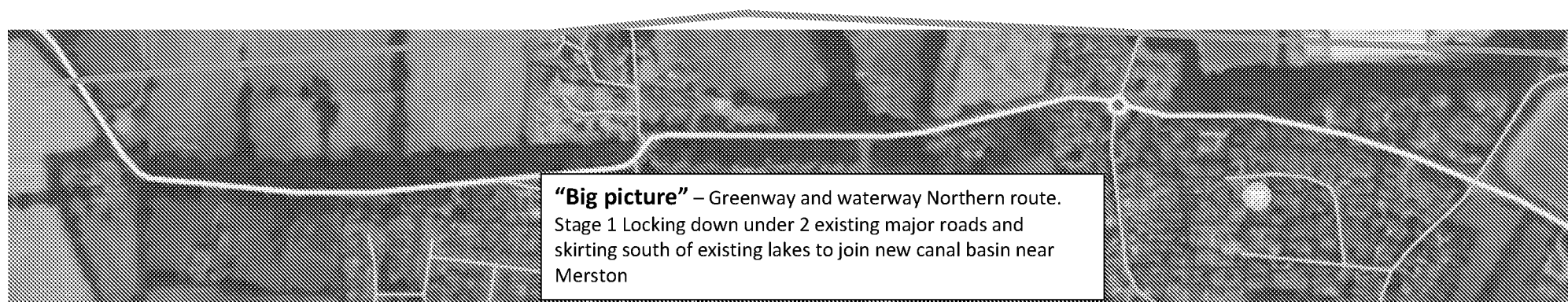
North Mundham to Hunston Dairy (will then link with Proposed Selsey Greenway and the existing off road Cycle Route 2)

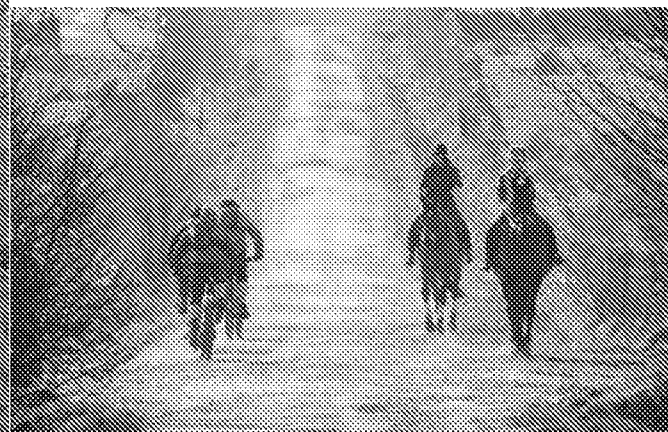
- 1) Route that joins with NCN 2 and Selsey Greenway (and onwards to Chichester via existing Canal route)



OR

- 2) New Canal Route created with WATERWAY and GREENWAY





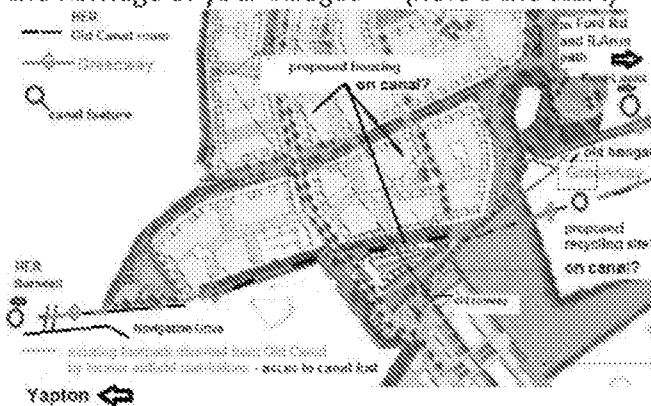
If you can help or support this initiative, please visit the FORD GREENWAY facebook or email [REDACTED]
Thanks Chris Sprules Project lead

Can you help support a repurposed canal project that will ensure the Canal lives on and provides a safe path for the community to use and at the same time creates a wildlife avenue

Chris Sprules



Would you like to save the 'Old Canal' route and transform it into a Greenway for local people to see wildlife, play, relax and get to work ? away from the busy roads and re-establish a link to the heritage of your villages --- (here's the start)



Parts of the canal from Ford to Hunston are on the Historic Environment Record (HER), mostly across Ford Airfield it is not and is in danger of being lost. The Arun Local Plan identifies the canal to be protected, but where do you see that happening?

The Greenway - footpath, cycle and bridleway, wildlife habitats, trees, hedgerows, heritage - the green future.

For more information and to join other people who would like to protect the canal route and benefit from an off road connection through Yapton and beyond.

Visit facebook: Ford Greenway - the start of 'off road'

across the Sussex coastal plain

Ford to Hunston Canal West Sussex

In 1823 the stretch of canal from the River Arun to Chichester was opened. Much of the route still exists with many of the original structures still visible

The purpose of this paper is to look at how we can protect it from further deterioration and what role it will play in the future

Objective

Is to create a linear park accessible to all and especially the Parishes it passes through with a vision of celebrating its 200th anniversary in 2023 with a repurposed canal

Key benefits

- Existing canal structures to be protected and maintained (or rebuilt)
- Creation of a protected wildlife avenue for animals and plants
- Space for cycling and walking in a safe environment with benefits to participants of wellbeing, exercise, safe movement and sustainable transport options for commuting
- Improvement to air quality and environment

Value

- Reduction in car traffic movement as it will provide a route to Stations, schools, shops and the workplace
- Increase visitor flow into the area with subsequent financial benefits
- Will link with a significant number of new housing estates (Ford Yapton Barnham N Bersted
- Improve air quality, congestion and parking
- Opportunities for new business

Links

This linear park will link in the east to the proposed Littlehampton to Arundel route, centrally to the new A29 route, to the West and South to the National Cycle networks NCN2 and 88 and Chichester to the West

Key points

- It is appreciated that detours will be needed where it is not possible to follow the original route ~ there is potential to restore a waterway to the north of North Mundham incorporating the GREENWAY
- It will provide clear guidance to those planning and developing the area
- Good words contained in both Chichester and Arun District plans can be converted to actions that benefit the community

Next steps

- To establish a working group of key partners (including Parish, District and County Council)
- To develop and formalise a plan