

Image 2.7: Footway and bus stop provision on Burndell Road



Image 2.8: Footway on Burndell Road approaching local facilities in Yapton



- 2.2.1 In summary, Route 2 is in line with the five core principles for walking routes and provides pedestrians and cyclists with access to the facilities in Yapton village centre and bus services to further afield.
- 2.2.2 The existing surface is suitable for walking, is street lit and is a well maintained pedestrian route to the local facilities available in Yapton village centre.

Route 2- Recommendations

2.2.3 To improve the pedestrian and cycle accessibility along this route the following improvements are proposed:

- Provide tactile paving on the Rollaston Road/ Yapton Road junction with the existing dropped kerbs to improve accessibility for visually impaired users;
- Provide dropped kerbs with tactile paving with crossing point to bus stop on the western side of Yapton Road approximately 60m northwest from the Rollaston Park Road junction; and
- Provision of tactile paving at the following junctions with B2233 Burndell Road:
 - Johnson Way junction;
 - Fordwater Gardens;
 - Goodhew Close; and
 - Downview Road.

Route 3 –A259 along Ferry Road east towards Littlehampton

- 2.3 There are a large number of local services and facilities located in Littlehampton town centre east of the site. It is likely that this route will be used by future residents of the development to access Littlehampton which is within a reasonable cycle distance from the site.

Table 2.3: Audit of Route 3

Route 3 – A259 along Ferry Road east towards Littlehampton	
Description of route	1. Exit the site from the pedestrian access provided onto Horsemere Green Lane; 2. Head east along Horsemere Green Lane and at the junction with Church Lane head south; 3. On approach to the A259 join with the shared footway/cycleway on the northern side of the carriageway for approximately 500m; Cross the A259 at the pedestrian refuge island provided to the west of Ferry Road; 4. Head South along Ferry Road; 5. At the end of Ferry Road use the footbridge over the River Arun to access Littlehampton. Total Distance: 3,000m
Provision for cyclists	A shared footway/ cycleway is provided along the section of the A259 between Church Lane and Ferry Road. This route forms part of Route 2 of the National Cycle Network and is therefore suitable for on carriageway cycling. The route extends across the footbridge over the River Arun into the town of Littlehampton as shown in Image 2.10 .
Is the route convenient?	There is an existing footway provided along the entirety of Ferry Road on the northern side of the carriageway. The footway provides a segregated footway along Ferry Road heading east towards the town of Littlehampton with a width of circa 1m (Image 2.9).
Is the route accessible?	The footbridge over the River Arun provides access across to Littlehampton for both pedestrians and cyclists and forms part of the National Cycle route 2 as shown in Image 2.10 .
Is the route safe?	This route is safe, with the footways in relatively good condition with segregated hard surfaces which are suitable for walking.
Is the route comfortable?	Footways along Ferry Road are separate from the carriageway by a grass verge as shown in Image 2.9 .
Is the route attractive?	The nature of this route is pleasant and is attractive. Ferry Road is lightly trafficked making it suitable for cycling on the carriageway. The existing footway provides an attractive route as it is separated from the carriageway.

Image 2.9: Footway provision along Ferry Road



Image 2.10: Footbridge over the River Arun to Littlehampton



- 2.3.1 In summary, Route 3 is in line with the five core principles for walking routes and provides pedestrians and cyclists with access to further facilities in the town of Littlehampton.

Route 3- Recommendations

- 2.3.2 To improve the pedestrian and cycle accessibility along this route the following improvements are proposed:
- Enhance provision on eastern side of carriageway to provide connection to National Cycle Network Route 2.

Route 4 – Existing Byway 197 linking Crookthorn Lane to Climping Beach

- 2.4 This route consists of Byway 197, providing a connection between Crookthorn Lane and Climping Beach to the south of the site.

Table 2.4: Audit of Route 4

Route 4 – Ford Road between proposed development and Ford Railway Station	
Description of route	1. Route west on Brookpits Lane for approximately 75m, passing Clymping C of E Primary School; 2. Continue south along Byway 197 for the remaining 975m to Climping Beach; Total Distance: 1,050m
Provision for cyclists	The route from Crookthorn Lane to Climping Beach is classified as a Byway; these are deemed suitable for cycle travel. The width of the track remains consistent along its extent, approximately 4.3m.
Is the route convenient?	The route provides a direct link between Crookthorn Lane and Climping Beach. A wider PROW network, including footpaths 171, 172 and 169, is accessible off Byway 197 that provide connections to Climping Street and Ferry Road as shown in Image 2.11 .
Is the route accessible?	The route is accessible via walking cycling however, despite being classified as a byway, vehicular travel is not possible given the quality of the track surface in some sections.
Is the route safe?	The byway is not fit for vehicular travel and is not situated near any carriageways. As a result pedestrians and cyclists are not at risk from collisions involving vehicles.
Is the route comfortable?	The route is predominantly flat however some sections of the track display potholes and uneven surfaces as shown in Image 2.12 .
Is the route attractive?	The nature of this route is pleasant and is attractive. The gravel track is bordered on both sides by well-maintained farmland, with views to surrounding fields as shown in Image 2.13 .

Image 2.11: Additional Footways off Byway 197



Image 2.12: Uneven Track Surface



Image 2.13: Route Aesthetics



2.4.1 In summary, Route 4 is in line with the five core principles for walking routes and provides pedestrians and cyclists with access to Climping Beach to the south of the site.

2.4.2 The route consists of a wide track, the majority being flat with a good standard of surfacing. Additional footpaths are accessible off the main track, providing connections to Climping Street and Ferry Road.

Route 4 - Recommendations

2.4.3 To improve the pedestrian and cycle accessibility along this route the following improvements are proposed:

- Re-surfacing works on the uneven or damaged sections of footpath.

Route 5 – Public Right of Way between Station Road and Footpath 206 along River Arun

- 2.5 This route provides a connection between Station Road to the east of the site and Footpath 206 along the River Arun. Footpath 206 provides onward routes north towards Arundel and south towards Littlehampton.

Table 2.5: Audit of Route 5

Route 5 – Between Station Road and Footpath 206	
Description of route	- Exit the site from the Ford Road access; - Head north from the development site along Ford Road using the footway provided on the western side; - Cross the junction with Rodney Crescent and Ford Lane; - Cross Station Road onto Footpath 364_1, following the route past the northern side of the Church of St Andrew. - Continue along Footpath 200_5 towards the Ship and Anchor Marina where the route joins Footpath 206. Total Distance: 644m
Provision for cyclists	Cycle travel is not permitted on designated Footpaths.
Is the route convenient?	The route provides a convenient off-carriageway link between Station Road and Footpath 206 to the east of the site.
Is the route accessible?	The route is a designated Footpath and is accessible only via walking. The first part of the footpath consists of a wide gravelled track (Image 2.14), used to provide vehicular access to the Church of Saint Andrew. The remainder of the route is made up of grass or earth tracks (Image 2.15). A section of Footpath 206 crosses a slipway that serves the Ship and Anchor Marina. During periods of high water, the footpath is submerged; this may require a diversion of the public right of way (Image 2.16).
Is the route safe?	The route diverges from the main carriageway, segregating pedestrians from the main flow of vehicular traffic. Despite the first part of the route consisting of a vehicular access track, this section is signposted as private and the volume of vehicles is low. The rural part of the route is well defined and wide enough for 2 people to pass in opposing directions. The track surfaces are even with little debris (Image 2.17).
Is the route comfortable?	The track surfaces are predominantly level with one section of moderate gradient change lasting approximately 6m (Image 2.18).
Is the route attractive?	The first part of the route is bordered to the north by residential gardens and to the south by agricultural fields. The rural section of the route is bordered in some sections by vegetation and agricultural fields in others. The lack of urban scenery makes the route pleasant with views of the River Arun and rural landscapes (Image 2.19).

Image 2.14: Gravel track forming the first section of the route



Image 2.15: Rural section of the route



Image 2.16: Obstruction of Footpath 206



Image 2.17: Even track surfaces



Image 2.18: Moderate gradient change



Image 2.19: Route aesthetics



2.5.1 In summary, Route 5 is in line with the five core principles for walking routes and provides pedestrians with access to Footpath 206 for onward travel opportunities to Arundel and Littlehampton.

2.5.2 The route consists of both grass tracks and a hardstanding private road. The majority of the route remains a consistent gradient with the exception of a 6m stretch of track, leading up to the western bank.

Route 5 - Recommendations

2.5.3 To improve the pedestrian accessibility along this route the following improvements are proposed:

- Re-routing of Footpath 206 to avoid obstruction during periods of high water.

SECTION 3 SUMMARY

- 3.1 This audit demonstrates that the routes considered in the NMU Audit address the key desire lines for likely travel to and from the site and fulfil the five core principles common to both pedestrians and cyclists identified within the Department for Transport (DfT) Local Transport Note (LTN) 1/04 guidance. The audit is also in line with WSCC Walking and Cycling Strategy 2016-2026 and will help to encourage future residents to choose walking and cycling as the preferred mode of travel to local destinations and help promote a healthier lifestyle.
- 3.1.1 The audit identifies that the local pedestrian/cycle infrastructure meets the five key tests, with footways typically sufficiently wide to allow a pedestrian to pass a wheelchair user. Local roads are generally lightly trafficked and crossing facilities are provided in most locations along the routes considered. Traffic speeds are low (20/30mph) and road conditions support on road cycling where there is no formal cycle provision. Route 1 provides a lightly trafficked route along Ford Road from Ford Lane to Ford Railway Station for onwards journeys to destinations further afield. Route 2 provides a route from the west of the site along Burndell Road into the village of Yapton. Route 3 provides a route suitable for cyclists and pedestrians along Ferry Road from the A259 towards the town of Littlehampton.
- 3.1.2 All of these routes are safe, suitable and provide generally attractive connections to the local facilities and services. Designated footways are provided for the routes identified and route 2 provides street lighting for the entirety of the route.
- 3.1.3 Notwithstanding, the generally good standard of pedestrian infrastructure, further enhancements including crossing points with dropped kerbs and the provision of tactile paving and street lighting as outlined in this audit are proposed to improve accessibility for future pedestrians and cyclists using these routes.

APPENDIX C. Travel Questionnaire Example

Residential Travel Survey

About You

1. Your place of work postcode

2. Your home postcode

3. Your house name / number

4. Gender

Male

Female

5. Age Group

Under 18

18 - 34

35 - 44

45 - 60

60+

6. Number of people in household

1

2

3

4+

7. Number of cars per household

1

2

3

4+

8. Number of bicycles per household

1

2

3

4+

9. Do you have a disability that affects your travel arrangements?

Yes

No

About your job

10. Do you work?

1 -3 days

4 days

Full time

Shifts

Other, please specify

11. What hours do you normally work?

Regular Office

Flexi

Other (please specify)

12. Are there any aspects of your job that require you to have the use of a car?

None

Attend meetings

Visit site / clients

Other

Travel to work

13. How do you normally travel to work?

Walk/jog

Bicycle

Bus

Train

Taxi

Motorbike

Car on own

Car Share

Other (please specify)

14. What alternatives do you occasionally use?

Walk/jog

Bicycle

Bus

Train

Taxi

Motorbike

Car on own

Car Share

Other (please specify)

15. How far do you travel to work? (one way)

Up to 1 mile

1 - 3 miles

3 - 10 miles

10 - 20 mile

Over 20 miles

16. How long does it normally take you to get to work? (one way)

0 - 15 mins

16 - 30 mines

30 - 60 mins

60 mins +

17. If walking or cycling are a practical alternative for you, what would encourage you to do so? (select up to 2 answers)

Free transport home in an emergency

Covered and secure cycle parking

Changing / locker facilities

Pool car available for business use

Other (please specify)

For drivers only

18. Is a car share a possibility if a suitable sharer/s was found?

Yes

No

I already car share

19. Which of the following would most encourage you to car share? (select up to 3 answers)

Help in finding a car share partner		Financial incentives for car shares	
Free transport home in an emergency		Pool car available for business use	
Priority parking for car sharers			
Other, please specify			

20. Is bus or train travel a possibility?

Yes		No		Both	
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Which is most convenient?

Bus		Train	
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21. What would encourage you to use the bus or train more frequently to commute? (select up to 3 answers)

More direct train/bus route		Pool car available for business use	
More frequent services		More reliable services	
Better information on times and fares			
Regular link between station/bus stop and place of work			
Other, please specify			

24. For what other purposes do you regularly travel from home, please indicate number of trips per week in box.

Education for self		Education for dependants	
Access to Health services		Access to retail services	
Leisure			
Other, please specify			

This information is collected in accordance with the Data Protection Act 1998.
The data has been collected for the purposes of:-

- * establish travel patterns to site;
- * to assist with setting objectives for the Travel Plan which may be implemented in the future
- * to monitor travel patterns at the site over set periods of time to quantify modal shift.

