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From: Nigel Searle [REDACTED]
Sent: 22 July 2021 06:56
To: Raymond Cole <Raymond.Cole@arun.gov.uk>
Cc: Phil Hutchinson [REDACTED]

Subject: Planning application F/4/20/OUT Ford Airfield development consultation response

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Dear Raymond

[Planning application F/4/20/OUT](#)

Govia Thameslink Railway (GTR) objects to this proposal unless access to Ford station for active travel modes is provided as outlined in Network Rail's response and road access from the development is provided in a way that does not increase traffic on Ford Road and preferably decreases this traffic as congestion on Ford Road already inhibits use of Ford station.

GTR would not object if recommendations are implemented

- To provide continuous, direct and safe cycle and footpaths between the new development and Ford Station and incorporate into a Network that links with the centre of Arundel and NCRN2 (National Cycle Route Network 2).
- To provide a financial contribution to Network Rail to increase car parking and cycle parking at Ford station.
- To link the new development and Ford airfield industrial estates with the A27 via the B2132 and a new bridge over the railway, closing Yapton Level Crossing

Proposal for development on the former Ford Airfield

- At least 1,500 homes
- 2-form Primary School and nursery
- Community hub including retail, commercial, community facilities, library and healthcare facilities
- Existing Sports Pitches, 3 G etc to be expanded
- Increased employment (in addition to existing industrial estates)
- Public open space including play areas and allotments
- Retain Ford Market

This development will result in a population approximately the same as Arundel. The existing cycle and walking routes and local highway networks are inadequate. The additional motor vehicles this size of development will generate, without the infrastructure described below, will increase congestion and the frequency of gridlock that already occurs at the northern end of Ford Road, further inhibiting access to Ford station.

This development should only be approved if the infrastructure described below is built to ensure people can walk and cycle to the station on continuous, direct, safe, attractive and comfortable routes, and road traffic on Ford road is not increased and ideally reduced to maintain and ideally improve access to Ford station.

GTR contributed to the Network Rail consultation response to this planning application and strongly support their response as repeated below.

However, GTR are extremely concerned about the increase of traffic on the Ford Road past Ford station and the impact this will have on access to Ford station, and so go further than Network Rail to insist that the road network is enhanced with a bridge to replace Yapton Level crossing as a higher priority than replacing Ford level crossing to prevent additional and ideally reduce traffic using the Ford Road which is unsuitable for current volumes of traffic let alone increased traffic.

The increased employment in addition to existing industrial estates will result in an increase of HGVs. Despite road signs stating Ford Road is unsuitable for HGVs, these vehicles regularly travel via Ford Road and unless there is mitigation elsewhere to take traffic away from Ford Road, a bridge at this location will exacerbate the problems of accessing Ford station.

Yapton Level crossing on the B2132 was recently converted from automatic half barriers to manually controlled barriers due to safety risk of HGV's turning into Lake Lane being unable to proceed due to a vehicle coming the other way resulting in the rear of the lorry overhanging the level crossing. A manual level crossing enables the signaller to prevent an accident by stopping the trains and not lowering the barriers until the level crossing is clear. This delays trains and road users. This conversion of the level crossing has increased down time of this level crossing obstructing road traffic from less than 15 minutes to over 30 minutes in a typical hour with resultant wider economic impact.

The main access from the new developments' primary street to the north is midway along Ford Lane about halfway between Ford and Yapton Level crossings. To link the new development and Ford industrial estates with the A27 a short stretch of new highway should be built from the junction of the new developments' primary street with Ford Lane via a new bridge over the railway to the existing B2132 Yapton Lane. Ford Lane should be upgraded to B road

B2132 has an AADT of 10,951 and is a road that could accommodate an increase of traffic as it is wide enough for vehicles to pass in both directions for its entire length, though Ford Lane would need to be widened between the new development and North End Road to be upgraded to B road standard as outlined above.

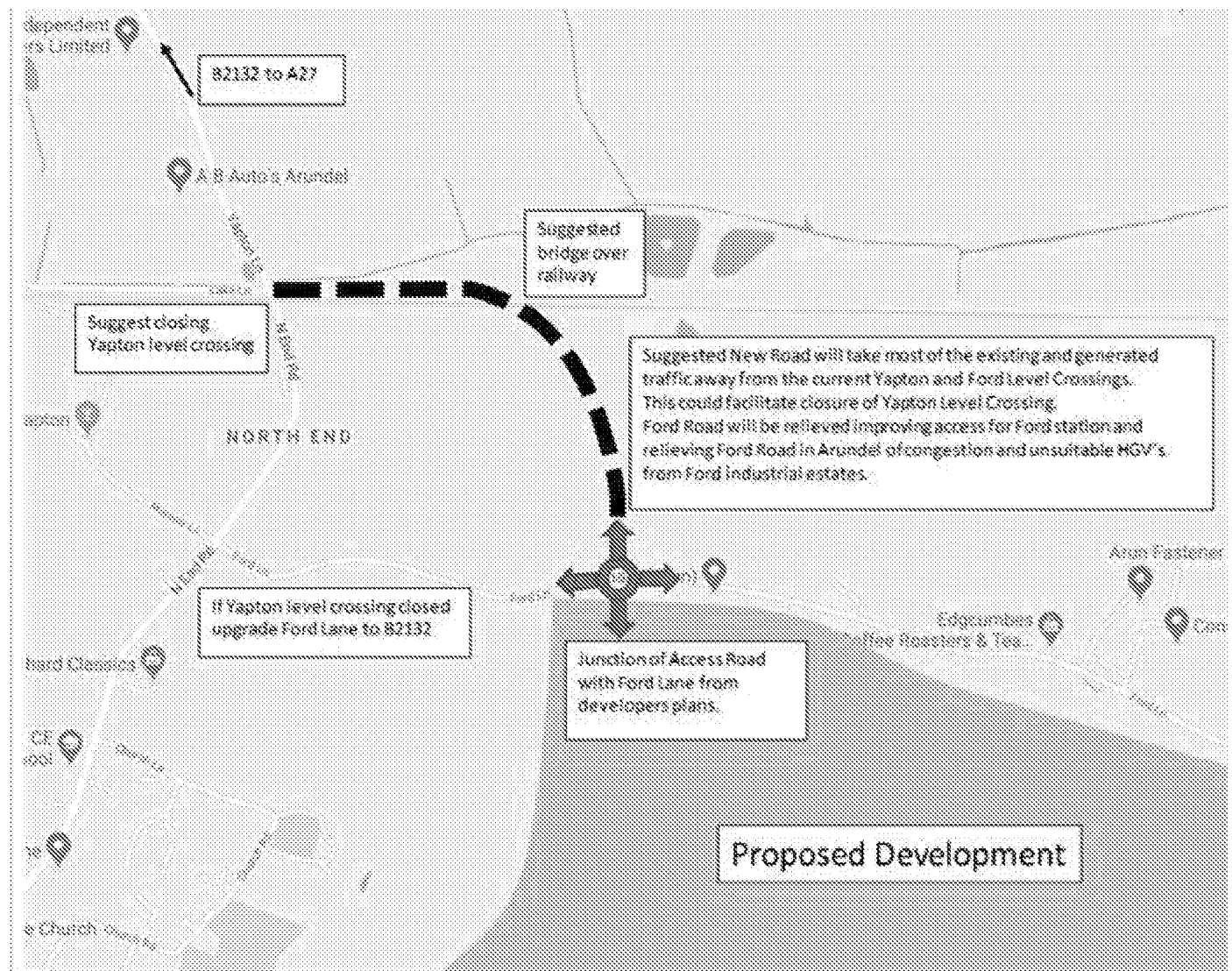
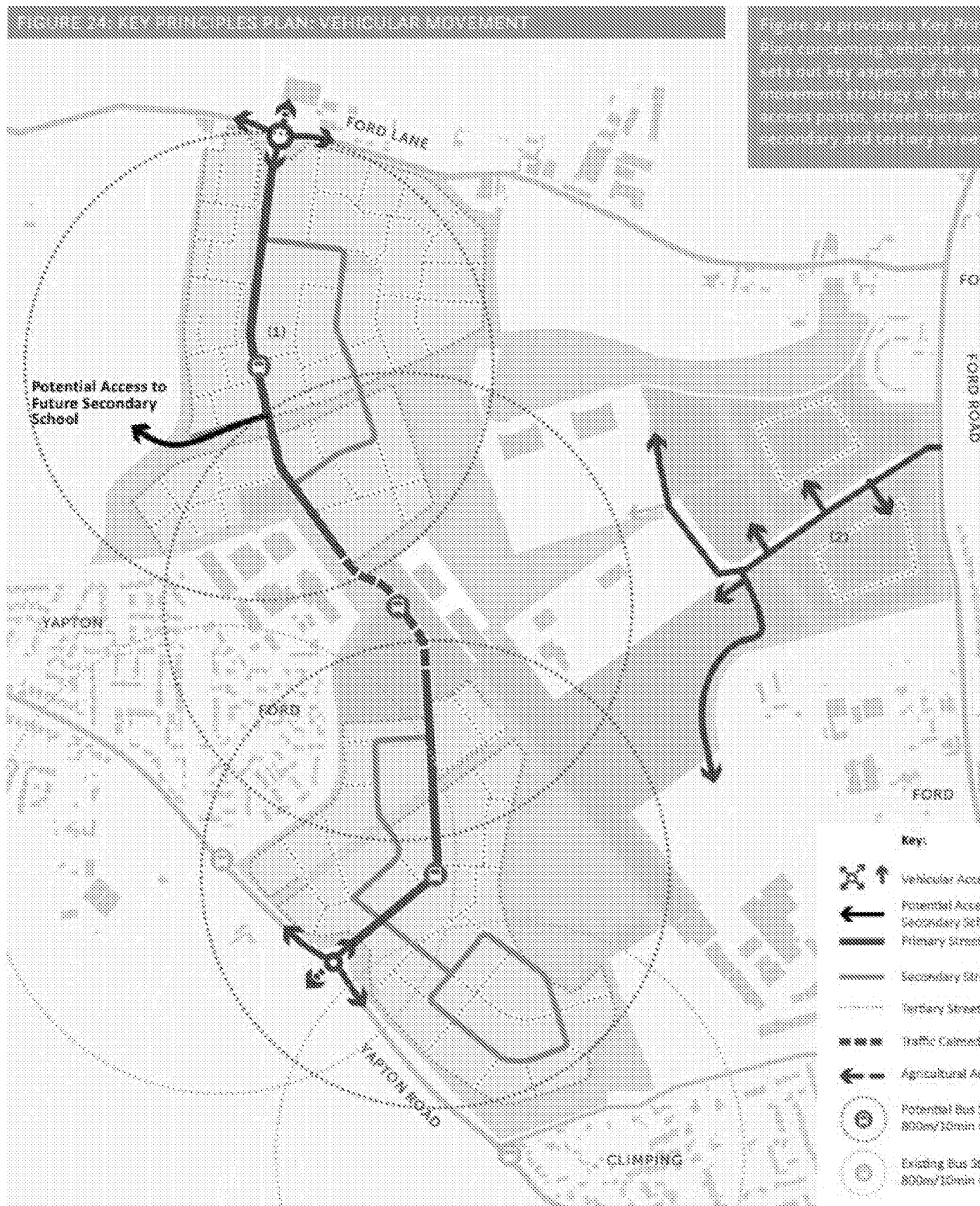


FIGURE 24: KEY PRINCIPLES PLAN- VEHICULAR MOVEMENT



Once the main flow of traffic has been diverted away from the unsuitable Ford Road to the B2132 then it will be worth considering a bridge at Ford to close Ford level crossing from a safety perspective. Though from a traffic perspective it may be better to leave the level crossing to minimise traffic so that Ford Road is used primarily for access to Ford station and properties along Ford Road and not a route for through traffic between Ford Airfield development, Climping or A259 and A27

The rest of the GTR response is identical to the Network Rail Response repeated below, with addition to the recommendations to incorporate the above requirement of a bridge to replace Yapton level crossing.

Impact on Ford Station

Ford Station is roughly 1km from the north eastern edge of the development and 2km from the south western edge. The trains stopping at Ford Station will be able to accommodate the additional passengers generated from this residential development, however, it is unlikely that the new residents will choose to use Ford Station due to the poor access.

Cycling & Walking:

The distance from the development to Ford Station is borderline for either walking or driving and is a comfortable cycling distance and therefore efforts to increase the attractiveness of sustainable travel should be supported. Ford Station currently has poor access with a narrow footpath from the south and a busy road that is dangerous and unpleasant for cyclists.

To encourage active travel and promote sustainable transport in line with Policy T SP1 of the Arun Local Plan 2011-2031, there is a need for continuous, direct, safe, attractive and comfortable cycle and pedestrian route to link the new development with Ford Station. This new cycle path could also continue south to join National Cycle Route Network 2 (NCRN2) which consequently would link Clymping with Ford Station. The cycle and foot paths could continue north of Ford Station to provide a continuous direct and safe link to the centre of Arundel benefiting both tourists and residents.

This additional connectivity should also be taken as an opportunity to link Ford Station directly with local amenities such as the soft play and kids' activity centre and the Arun Sports Arena both located on Ford airfield close to this new development.

As stated previously these cycle and pedestrian routes must be direct and continuous whereby they do not cross any roads. Where these routes pass over a road, vehicles must stop, give way and only proceed when clear of walkers and cyclists as shown in the photographs below.



Figure 1 - A continuous cycle path as seen by the cyclist alongside a segregated continuous walking path



Figure 2 - Shows vehicle driver perspective of pedestrian and cycle path whereby there is a clear priority for walkers and cyclists and that cars must give way

It should also be noted that there are currently 14 cycle spaces at Ford Station which must be increased to successfully encourage future residents to use active travel instead of cars.

Car Parking

Residents who are unable to use active travel to get to the station are likely to want to drive and park their car. Currently Ford Station has a small car park which is full soon after the first trains arrive prior to the main part of the morning peak. To accommodate those residents who are unable to use active travel we would expect a contribution to provide a larger car park. Govia Thameslink Railway (GTR) have identified land south east of the station which is occasionally used as an unsurfaced car park when a local shop has events in the summer.

Recommendations

- To provide continuous, direct and safe cycle and footpaths between the new development and Ford Station and incorporate into a Network that links with the centre of Arundel and NCRN2 (National Cycle Route Network 2).
- To provide a financial contribution to Network Rail to increase car parking and cycle parking at Ford station.
- To link the new development and Ford airfield industrial estates with the A27 via the B2132 and a new bridge over the railway, closing Yapton Level Crossing

Best Wishes

Nigel

Nigel Searle MBE MILT
Strategic Planning
GoVia Thameslink Railway



ThamesLink/

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