

LAND WEST OF TYE LANE, WALBERTON

WALKING, CYCLING AND HORSE-RIDING ASSESSMENT AND REVIEW

September 2020

David Wilson Homes

RESIDENTIAL DEVELOPMENT
LAND WEST OF TYE LANE
WALBERTON

WALKING, CYCLING AND HORSE-RIDING ASSESSMENT AND REVIEW

CONTROLLED DOCUMENT

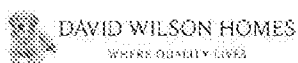
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RESIDENTIAL DEVELOPMENT
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WALBERTON

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1. INTRODUCTION

- 1.1 This Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) has been prepared by Paul Basham Associates on behalf of David Wilson Homes to support a planning application for up to 155 dwellings at Land west of Tye Lane, Walberton. The location of the site is demonstrated in Figure 1.



Figure 1: Site Location

- 1.2 This WCHAR has been prepared in accordance with the guidance set out in the Design Manual for Roads and Bridges (DMRB) GG142 as requested by West Sussex County Council (WSCC) highways officers as part of their pre-application submission feedback.
- 1.3 A Transport Assessment (TA) and Travel Plan (TP) have also been prepared alongside this report which further detail the site proposals, reviews local junction capacity and identifies measures which will help reduce the number of residents travelling by private car and instead utilising the existing footway and cycleway infrastructure in the vicinity of the site.

Site Visit

- 1.4 A site visit was undertaken by Shannon Betteridge (Assessor) during daylight hours on Tuesday 11th August 2020, during which the weather was sunny and warm. The site visit took the form of walking along all available pedestrian and cycle routes within the vicinity of the proposed development, including routes to the local facilities within the Village and along Yapton Lane. The level of use and condition/suitability of each route was also assessed and any potential opportunities for improvements were explored.

1.5 The primary findings of the site visit are:

- No evidence of horse riders on Tye Lane (onto which access is proposed):
- Pedestrian movements further north of the site were not observed and likely to be negligible at most:
- Pedestrian movements in the vicinity of the proposed site are already occurring with informal pedestrian routes observed on the verge adjacent to the site:
- Cyclists frequently use The Street and other local roads, and this is considered common practice: and
- Public footpaths are well used and provide attractive alternative routes to The Street.

1.6 This remainder of this report will cover the following:

- Existing site conditions
- A detailed review of accessibility for all non-motorised site users:
- An overview of the site proposals:
- Detail the assessment scope:
- Identify any existing infrastructure issues and proposed mitigation measures.

2. EXISTING LOCAL CONDITIONS

- 2.1 The development site, located on the north-western side of the village of Walberton, is approximately 14km east of Chichester and 6km west of Arundel. Located on greenfield land to the west of Tye Lane and north of the existing residential areas off The Street, the site is very well situated in relation to the facilities available in the village and for access to the A27. The site and its surroundings are demonstrated in Figure 2.

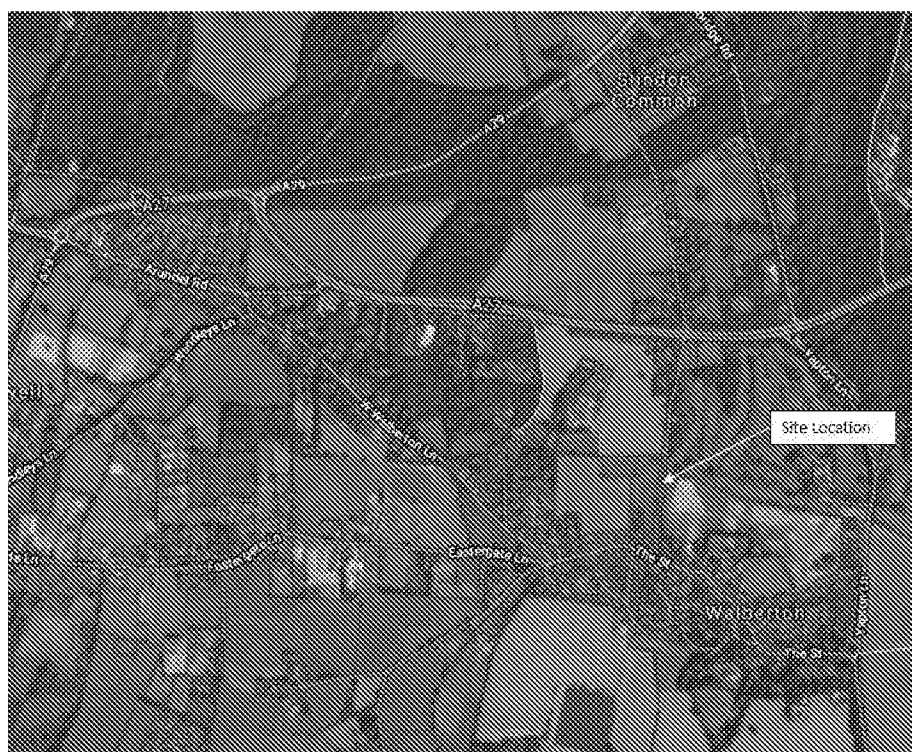


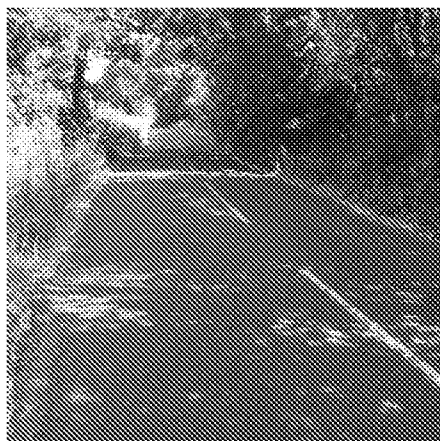
Figure 2: Site and Surroundings

Local Road Network

Tye Lane

- 2.2 Tye Lane is an unclassified, single carriageway road which runs north to south from the A27 Arundel Road to The Street, and therefore serves as a key route within the local area. Tye Lane has varying widths of between 4.8m and 6m, with the width outside the site frontage measuring approximately 5m.
- 2.3 The road is subject to a 60mph speed limit outside the site frontage and up to the junction with the A27. To the south, Tye Lane is subject to a 30mph speed limit for the first 100m from the junction with The Street. To determine the actual vehicle speeds along Tye Lane in the vicinity of the site access, an Automated Traffic Count (ATC) survey was undertaken on Tye Lane between 24th February and 6th March 2018 which demonstrated 85th percentile speeds of 40mph (SB) and 41mph (NB). The requirements for visibility splays are assessed further within the TA.

- 2.4 As part of the pre-application response from WSCC, further details into the suitability of the carriageway along Tye Lane was requested, particularly in relation to surfacing and the varying road widths. The condition of the carriageway was observed to be of a good standard with no potholes encountered and vegetation maintained. The existing conditions along Tye Lane are demonstrated in Photographs 1 and 2.



Photograph 1: Tye Lane



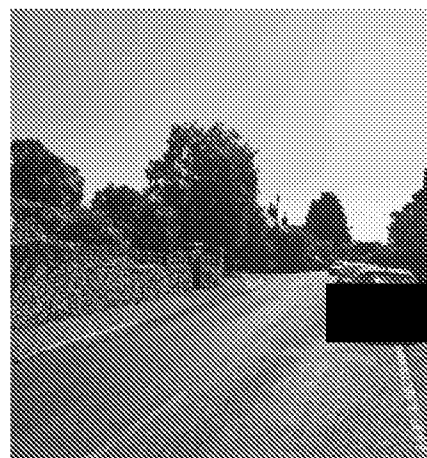
Photograph 2: Tye Lane Conditions

The Street

- 2.5 Tye Lane connects to The Street via a T-junction approximately 200m south of the proposed site access. The Street, which runs east to west from Yapton Lane to West Walberton Lane where it continues as Barnham Lane, provides the main vehicular route between the site and the local facilities and amenities within the village centre. The street is subject to a 30mph speed limit and is typical of a local village route, with on street parking prevalent for its duration.
- 2.6 Whilst on site it was observed that vehicles travel in accordance with the speed limit given the village environment and the presence of cyclists within the carriageway. The existing conditions along The Street are demonstrated in Photographs 3 and 4.



Photograph 3: The Street



Photograph 4: The Street Conditions

Wider Road Network

- 2.7 In the wider vicinity, the site is situated approximately 500m south of the A27 which provides a direct route between Portsmouth and Chichester to the west to Eastbourne to the east. The section of the A27 near the development site provides a link to the A29 to the west. In addition, the B2132 and A284 are accessible to the east, albeit with access to the A284 from turning left out of Tye Lane and doubling back along the A27.
- 2.8 The A29 provides access north to Pulborough and Billingshurst and links to the A272. The A284 provides a link between the A29 and the A27.
- 2.9 Highways England are currently undergoing a further review period on the A27 Corridor Feasibility Study which, if successful, will provide improvements in and around Arundel to relieve congestion.

Personal Injury Accident Data

- 2.10 Personal Injury Accident (PIA) data has been obtained from the West Sussex Safer Roads Partnership to assess and consider the existing safety situation on the local road network along Tye Lane and The Street.
- 2.11 The patterns displayed in the data have been assessed with regards to the proximity, frequency and severity of incidents that have occurred that may require further in-depth consideration. The PIA data has been collected for a period of 5 years from June 2015 to May 2020. The red marker indicates 'fatal' accidents, the blue marker indicates accidents that were classified as 'serious' in nature and the green markers represent accidents that were classified as 'slight' in nature. The data is provided in Figure 3.

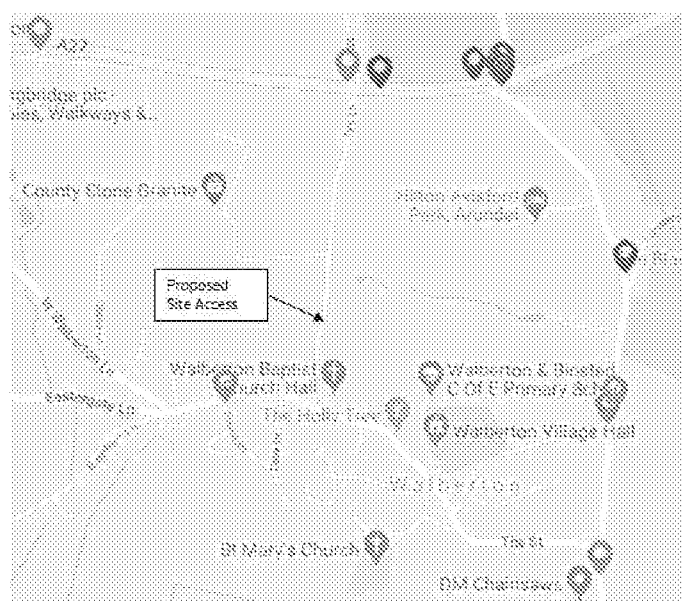


Figure 3: PIA Data (Source: WSCC Safer Roads Partnership)

2.12 The extent of the search included in Figure 3 includes the routes that pedestrians/cyclists and equestrians would be anticipated to use in the vicinity of the site. In particular it is important to highlight that:

- No incidents were recorded on Tye Lane itself:
- Only 1 incident occurred on The Street and this was not in the vicinity of the school or local shops:
- No incidents were recorded on West Walberton Lane and its junction with Copse Lane (which is the Public Bridleway route):
- Only 1 incident in the assessment area involved a non-motorised user – with a child pedestrian being the casualty at the Pound Road junction.
- Only a handful of incidents have occurred on the A27 which are explored further below.

2.13 Whilst an incident involving a child occurred at the Pound Road junction which likely to be used by pedestrians generated by the site, the accident report does not indicate a highways safety concern that contributed to the accident, rather the vehicle was in the act of turning right into the junction as the young child entered the carriageway. The full report is included in Appendix A.

2.14 The data provided in Figure 3 demonstrates a cluster of incidents occurring along the A27. However, further assessment of these demonstrates that the two incidents that appear to be recorded at the junction with Tye Lane, actually occurred on the eastbound side of the carriageway. Similarly, the cluster at the A27/Yapton Lane junction only actually demonstrates 2 incidents on at this junction, with the other 2 on the eastbound carriageway. The data for these junctions is demonstrated in Figure 4 (Tye Lane) and 5 (Yapton Lane) respectively.

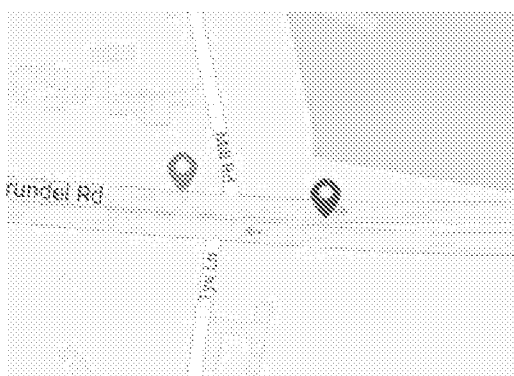


Figure 4: Tye Lane/A27 PIA Incidents



Figure 5: Yapton Lane/A27 PIA Incidents

2.15 Additional junctions that are required for capacity assessments as part of the TA will also be assessed in relation to the accident history. The results of the PIA assessment associated with those junctions is submitted in the TA report.

3. LOCAL ACCESSIBILITY

- 3.1 The application site access is approximately 500m from the village centre. The site's proximity to existing local amenities, pedestrian, cycle, public transport and equestrian networks, presents a good opportunity to encourage the use of sustainable transport and create a sustainable development.
- 3.2 A summary of the local facilities and amenities in the vicinity of the site and their associated walking/cycling distances measured from the site access is shown in Table 1 and illustrated in an 'Accessibility Map' included in Appendix B.

Amenity/Facility	Distance from Site Access	Walking Time (minutes)	Cycle Time (minutes)
Walberton Baptist Church	210m	3	1
Bus Stops	220m	3	1
The William Booker Yard (Industrial Units)	280m	4	1
Holly Tree Pub	350m	5	2
Walberton Play Centre	400m	5	2
Walberton and Binsted Primary School	450m	6	2
Walberton Village Hall	450m	6	2
Walberton Newsagent	550m	7	3
Walberton Post Office	550m	7	3
Walberton Dental Practice	550m	7	3
Flintcroft Surgery	550m	7	3
Walberton Cricket Ground	700m	9	3
Littlewoods Nursery	1.3km	20	5
Walberton Golf Club	1.6km	20	6

Table 1: Local Amenities and Services

- 3.3 The Chartered Institution of Highways and Transportation (CIHT) outlines guidance for 'Providing for Journeys on Foot' (2000), which identified desirable, acceptable and preferred maximum walking distances for local amenities, as outlined in Table 2.

	Local Centre (m)	Commuting/Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

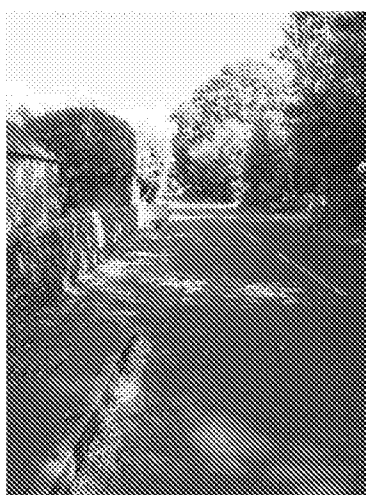
Table 2: CIHT Guidance for Providing for Journeys on Foot (2000)

- 3.4 Table 2 demonstrates that there are numerous facilities within close proximity which are within the desirable (bus stops, school, sports pitches, industrial estate), acceptable (doctors and dental practices) and the preferred maximum (local centre) walking distances for journeys on foot. This therefore highlights that there are realistic opportunities to promote and encourage sustainable travel for local journeys, particularly to school and to the local centre.

Local Pedestrian Network

Tye Lane

- 3.5 A footway flanks the western side of Tye Lane for approximately 10m from the junction with The Street, before this terminates, and pedestrians walk within the carriageway. In the immediate vicinity of the site, there is no pedestrian infrastructure and therefore opportunities to both encourage walking from the site on Tye Lane and through alternative arrangements are explored later in this report and through both the TA and TP. The existing pedestrian infrastructure on Tye Lane is demonstrated in Photograph 5.



Photograph 5: Tye Lane Footway

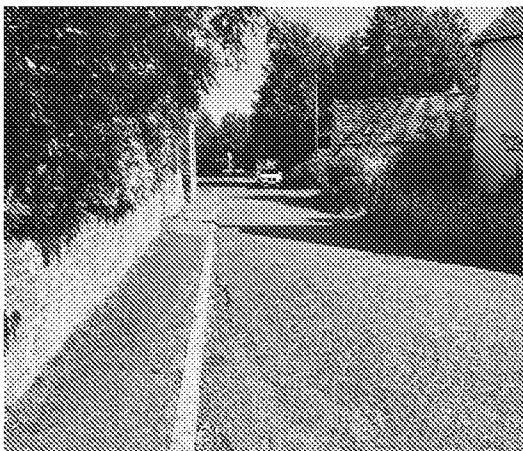
The Street

- 3.6 Tye Lane connects to The Street approximately 200m south of the proposed site. At this junction, The Street benefits from pedestrian footways on both sides of the carriageway which measure approximately 1.5m in width. Dropped kerbs are provided across Tye Lane to facilitate the safe and continuous movement of pedestrians in this area. The pedestrian infrastructure at this junction is demonstrated in Photograph 6.



Photograph 6: Tye Lane/The Street Junction

- 3.7 The Street provides the key pedestrian route through the village and towards the facilities and amenities. The Street is supported by a continuous pedestrian footway on the southern side of the carriageway, with northern footways provided intermittently. Dropped kerbs and tactile paving are provided where appropriate throughout the village, again ensuring a safe and continuous route for all non-motorised users in the area. The pedestrian infrastructure along The Street is demonstrated in Photographs 7 and 8.



Photograph 7: The Street Footway



Photograph 8: The Street Pedestrian Infrastructure

Route to School

- 3.8 The Street provides the main pedestrian route to the local school (Walberton and Binsted Primary School). A continuous route between the site and the school is provided, albeit with pedestrians required to cross The Street a couple of times to ensure that they can walk on a footway. The route has been assessed; however, it is important to note that given the nature of the village, pedestrians and cyclists are already utilising the carriageway with vehicle speeds and volumes relatively low.

- 3.9 The Street benefits from a footway on the northern side for approximately 50m east of Tye Lane before it terminates at the bus stop. A new dropped kerb and tactile paving crossing has been implemented outside the Baptist Church in this location which provides a safe route to the bus stop, as demonstrated in Photographs 9 and 10.



Photograph 9: Crossing Facility Outside Baptist Church



Photograph 10: Termination of Footway at Bus Stop

- 3.10 Prior to the Baptist Church, there is an opportunity to cross pedestrians onto the southern footway, with a new dropped kerb crossing that can be provided through the proposed development. The location of the crossing and its suitability is discussed further within the TA.
- 3.11 Once pedestrians have crossed the carriageway and onto the southern footway, the remainder of the route to school can be taken from this footway, before crossing back onto the northern side at school. The footway is a minimum of 1.5m in width and is provided with dropped kerbs and flush crossings where appropriate. The conditions along The Street towards the school are demonstrated in Photographs 11 and 12.



Photograph 11: Southern Footway On The Street



Photograph 12: Southern Footway On The Street

- 3.12 A new dropped kerb crossing facility is provided at the junction with the William Booker Yard as demonstrated in Photograph 13.

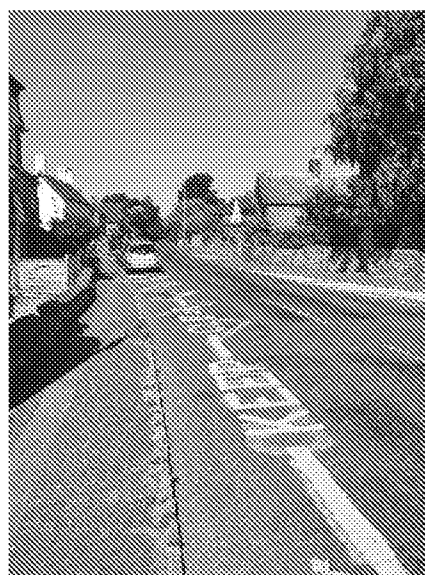


Photograph 13: Crossing facility at The Street/William Booker Yard Junction

- 3.13 Approximately 40m east of the William Booker Yard junction, students would need to cross the carriageway in order to enter the school premises. Photographs 14 and 15 demonstrate the visibility from the southern footway at this location, enabling a safe route across The Street and into the school grounds.



Photograph 14: Primary Direction Visibility



Photograph 15: Secondary Direction Visibility



Photograph 16: Cycle Routes



Photograph 17: Cycle Signage

- 3.18 As part of the West Sussex Walking and Cycling Strategy (2016 - 2026) a number of routes in the vicinity of the site were suggested and identified as potential improvement schemes. These include enhancing the links between Walberton and nearby villages of Barnham and Fontwell as well as Arundel. The location of the improvement schemes in relation to the proposed site is demonstrated in Figure 7.

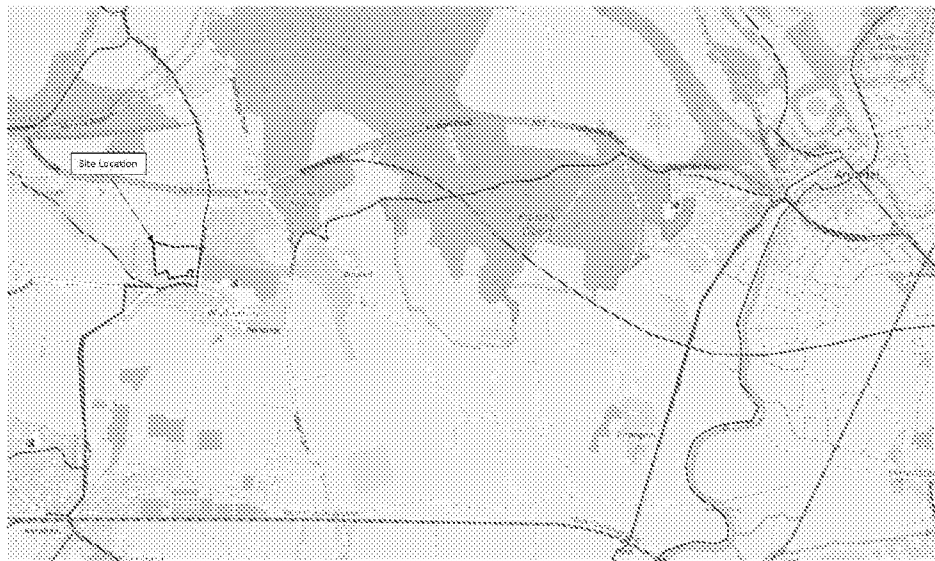


Figure 7: WSCC Cycle Improvement Schemes 2016 - 2026 (Source: WSCC)

Public Transport Provision

- 3.19 The closest bus stops to the site are situated on The Street. The eastbound bus stop is approximately 50m from the Tye Lane/The Street junction, with the westbound stop located approximately 70m from the junction. Both bus stops comprise a single pole and timetable. The services available from these bus stops are summarised in Table 3.

Service Number	Route	Frequency		
		Monday – Friday	Saturday	Sunday
85	Arundel – Walberton – Fontwell – Chichester	0808, 1208, 1608	No Service	No Service
85A	Arundel – Walberton – Barnham – Chichester	1008, 1408	No Service	No Service
66A (The Old Vicarage)	Bognor Regis – Barnham – Yapton – Walberton – Bognor Regis	0742, 1051, 1519, 1814	1051, 1519, 1814	No Service
66C	Bognor Regis – Barnham – Walberton – Yapton – Bognor Regis	0843, 1302, 1701	0843, 1302, 1701	No Service

Table 3: Local Bus Services

- 3.20 The bus services available present an opportunity to encourage bus travel by residents to local destinations, with journeys to Arundel taking approximately 15 minutes, journeys to Bognor Regis taking 40 minutes and journeys to Chichester taking approximately 30 minutes.
- 3.21 Barnham Station is located approximately 2.4km from the site and is accessible via cycle or bus. Bus service no. 66 presents an opportunity to encourage a bus-train-bus commuter journey, with bus journeys to the station taking 15 minutes.
- 3.22 Barnham station is served by Southern Rail, with direct trains to destinations including Bognor Regis Littlehampton, Brighton, Chichester, Portsmouth, Southampton and London. Journeys to Bognor Regis take approximately 7 minutes, journeys to Chichester take approximately 7 minutes and journeys to London take approximately 90 minutes.

Equestrian Facilities

- 3.23 The eastern perimeter of the site is currently providing fields which are utilised by horses, however, there are currently no dedicated equestrian facilities on Tye Lane. Due to the nature of Tye Lane being subject to a 60mph speed limit and serving a route between Walberton village and the A27, Tye Lane is anticipated to be an undesirable route for equestrians.

Summary of Existing Conditions

- 3.24 The site is located on the eastern side of Tye Lane and within 500m of the village centre. The location of the site presents a good opportunity to encourage sustainable travel options for local journeys (specifically to school and the village centre), with the opportunity travel by bus and train realistic alternatives to the private car for destinations further afield.

4. DEVELOPMENT PROPOSALS

- 4.1 The proposed development would consist of up to 160 dwellings with associated car parking. It is anticipated that a proportion of the dwellings would be provided as affordable housing. Whilst the accommodation schedule is unknown at this stage, it is anticipated that a mixture of 1 – 5-bedroom properties will be provided.

Car Parking

- 4.2 Car parking will be provided in accordance with WSCC Guidance on Parking at New Developments (June 2020) which identified Walberton as forming part of Zone 1. The parking standards for Zone 1 are summarised in Table 4.

Number of Bedrooms	Number of Habitable Rooms	PZ1 (spaces per dwelling)
1	1 to 3	1.5
2	4	1.7
3	5 to 6	2.2
4+	7 or more	2.7

Table 4: WSCC Car Parking Standards

- 4.3 Car parking will be wholly contained on site to ensure that no overspill is placed on the local road network. The parking provided will ensure that an overprovision is not provided which would discourage the use of sustainable travel modes.

Cycle Parking

- 4.4 Cycle parking will also be provided in accordance with the standards which are summarised in Table 5.

Type	Dwelling Size	Cycle Provision (per unit)
Houses	1 & 2 Bed	1 space
	3+ Bed	2 spaces
	Multiple Occupation	1 space
Flats	1 & 2 Bed	0.5 spaces (if communal storage otherwise same as 1 & 2 Bed house)
	3+ Bed	1 space

Table 5: WSCC Cycle Parking Standards

- 4.5 The car and cycle parking strategy are discussed further within the TA, with the TP identifying measures to reduce the number of vehicle trips generated by the site and increasing those made by walking or cycling.

Internal Road Layout

- 4.6 The internal road layout will be designed to promote walking within the site boundary, with attractive connections onto existing pedestrian infrastructure also provided. 2m wide internal footways will flank the main internal roads, with shared surfacing provided if and where appropriate.

5. SCOPE OF ASSESSMENT

- 5.1 The scope of assessment for this WCHAR has assessed the roads and extents immediately adjacent to the site and towards the local facilities and amenities, with further consideration given to existing PRow. Figure 8 demonstrates the extent of assessment undertaken.

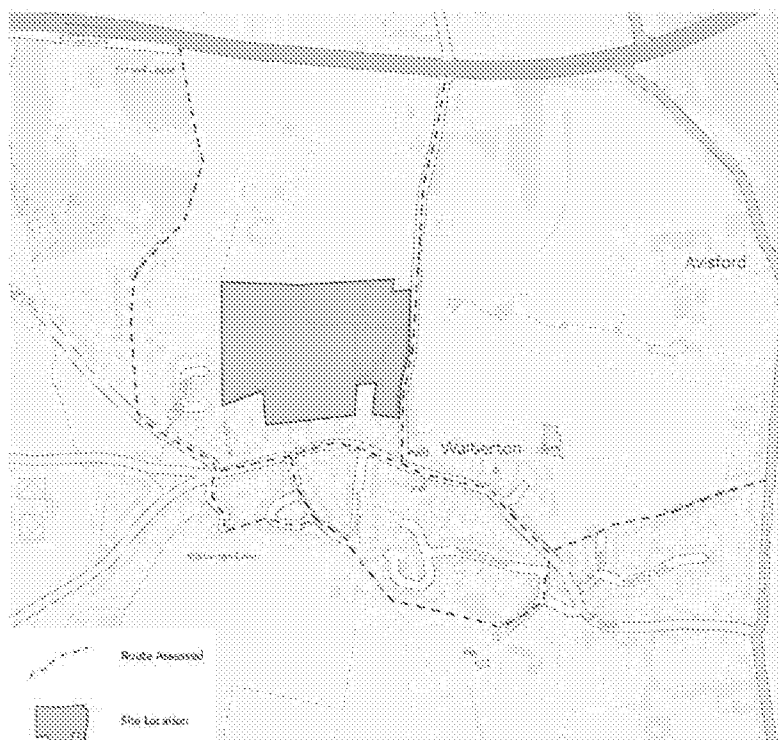


Figure 8: Scope of Assessment

Review of Policies and Strategies

- 5.2 The following documents have been considered as part of the development proposals and this assessment:
- West Sussex County Council's Local Transport Plan (LTP3) (2011 – 2026)
 - West Sussex County Council's Walking and Cycling Strategy (2016 – 2026)
 - Housing and Economic Land Availability Assessment (2017)
 - Arun District Local Plan (2011 – 2031)
 - Walberton Neighbourhood Development Plan (2015 – 2035)

Accident Data and Trip Generators

- 5.3 As identified earlier in this report, there are several trip generators in the vicinity of the site – specifically those located within the village centre. In addition, the accident data review indicated no specific highways concern that would worsen because of the development or cause a safety concern to future site users.

Consultation with Key Stakeholders and Local User Groups

- 5.4 Discussions have taken place with key stakeholders through the pre-application and planning application process, including with West Sussex County Council, Arun District Council and Highways England.

6. EXISTING INFRASTRUCTURE AND IMPROVEMENT OPPORTUNITIES

Tye Lane

- 6.1 As previously identified, there is currently no pedestrian infrastructure on Tye Lane in the vicinity of the site. Given the road width and speed along Tye Lane, there is also limited opportunities to improve and provide these facilities. However, as part of an application for the adjacent site (reference: WA/44/17/OUT), the local highways officers accepted that pedestrians could walk in the carriageway given that recorded speeds and volumes were low.
- 6.2 As part of the residential development being provided on land east of Tye Lane, a new pedestrian/cycle connection is to be implemented. This connection will be provided approximately 90m south of the proposed development site and will therefore provide a safer and attractive pedestrian route between the site and the facilities on Yapton Lane. The location of this access in relation to the proposed site access is demonstrated in Figure 9, with the site layout for application WA/95/18/RES provided in Appendix C.

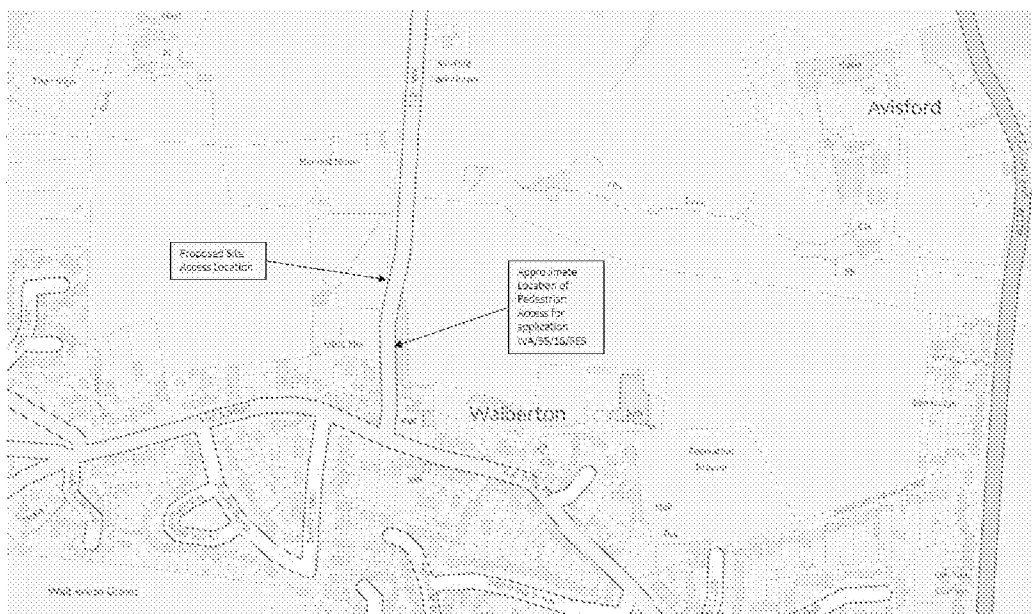
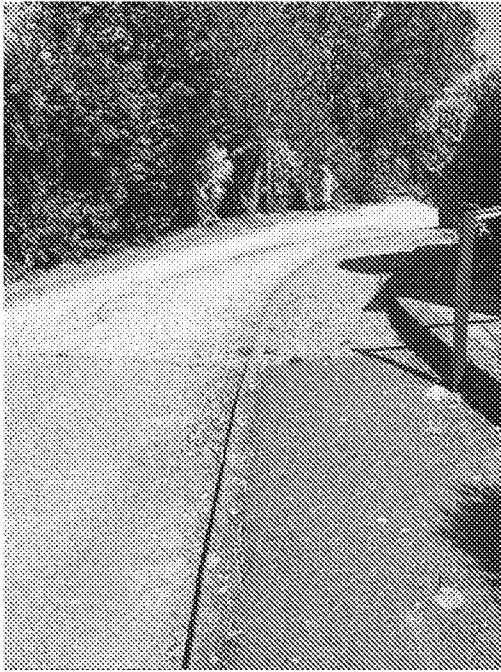


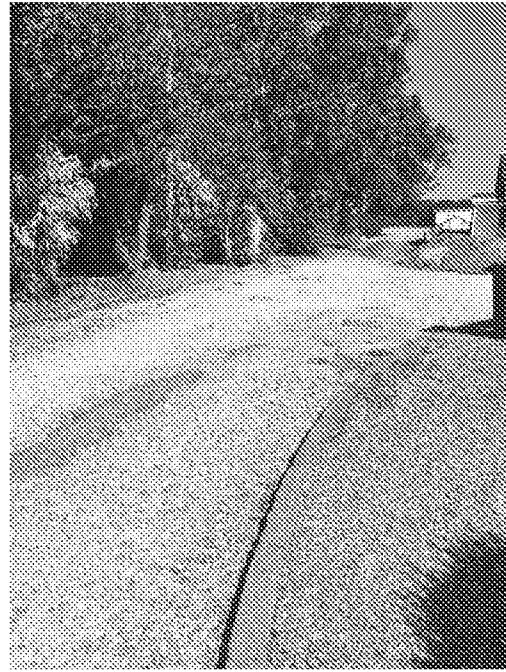
Figure 9: Location of Pedestrian Access for application WA/95/18/RES

Field Close

- 6.3 Given the lack of infrastructure along Tye Lane, a suitable alternative pedestrian route has been assessed and identified through Field Close. Field Close is situated in the south-western corner of the proposed site, and currently provides access to 3 dwellings. The existing condition of the carriageway could be upgraded as part of the proposed development to make it suitable for pedestrians/shared surface. The existing condition are demonstrated in Photographs 18 and 19.



Photograph 18: Field Close Conditions



Photograph 19: Field Close connection to Site

- 6.4 Field Close joins The Street via a priority junction approximately 50m south of the proposed pedestrian site access. An existing footway is provided on the northern side of The Street in this location which ensures a safe and continuous route is provided between the site and Tye Lane (where the route then becomes the same as previously identified for the route to school). Visibility from this junction is good (as demonstrated in Photograph 20) and therefore provides an opportunity for residents to cross onto the southern footway.

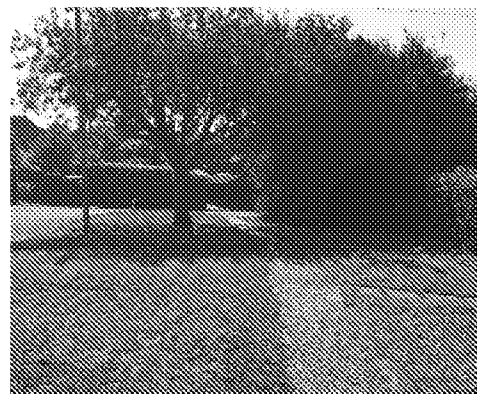


Photograph 20: Field Close Visibility

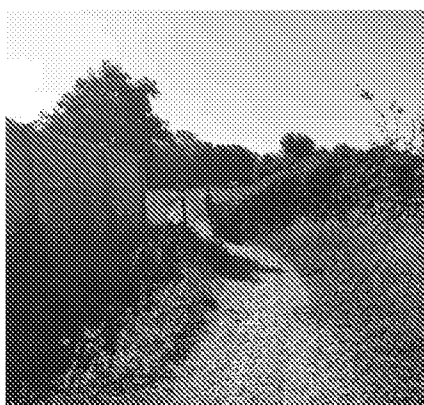
- 6.5 To the south of Field Close, Pound Road provides access to public footpath no. 332 which connects The Street to Church Lane. This provides an alternative route for pedestrians between the site and the village centre amenities. The footpath route is of a good condition for its duration, however additional advisory signage (fingerposts akin to those in Photograph 21) would be beneficial to illustrate the route to the village centre specifically on Pound Road and upon entrance to the fields (as two paths emerge). The footpath route is demonstrated in Photographs 21 to 24.



Photograph 21: Signage on Homefield Crescent



Photograph 22: Footpath on Pound Road



Photograph 23: Footpath route towards Church Lane



Photograph 24: Footpath Signage

The Street

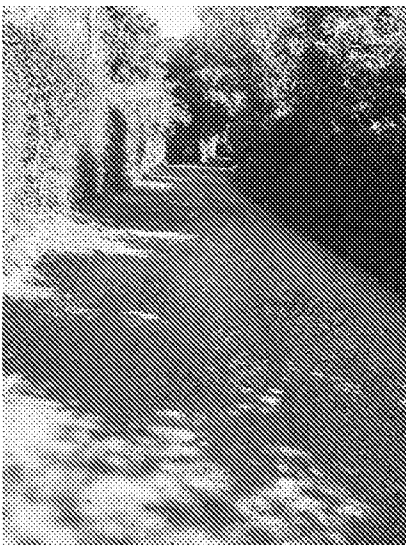
- 6.6 The Street has previously been identified as the main route to the facilities and amenities within the village centre as well as the primary route to school from the development site. The route has been demonstrated as suitable and safe to accommodate the additional pedestrians and cyclists that may be generated by the proposed development.
- 6.7 An opportunity to improve the route has been identified with the implementation of a new dropped kerb crossing facility between Tye Lane and the eastbound bus stop which will enable pedestrians to cross safely onto the southern footway to continue their journey.

Public Footpath no. 333

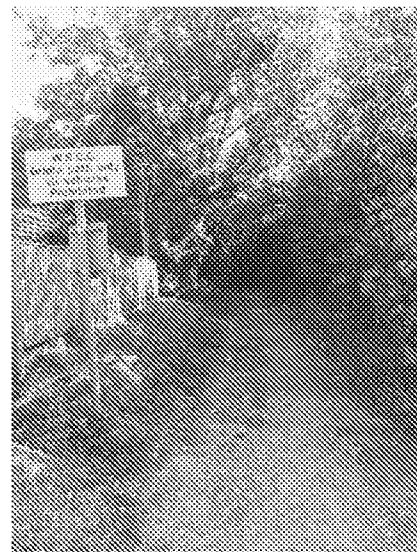
- 6.8 Footpath no.333 provides a route between the local shops and facilities on The Street and is situated approximately 550m east of the proposed site. As the new Linden Homes development (application reference: WA/95/18/RES) will provide a connection onto Tye Lane, the proposed development site users will most likely utilise the route through the Linden scheme to access Yapton Lane and therefore it is not anticipated that many residents associated with proposed development will use footpath no.333.

Public Bridleway

- 6.9 Bridleway no. 392 is located to the west of the proposed development site and provides a route between the A27 (and beyond) to the north to Copse Lane to the south. The Bridleway is available for use by pedestrians and equestrians for approximately 350m as it also provides access to a number of residential properties.
- 6.10 The Bridleway is in a good condition with wide tracks provided for its duration which therefore also enables pedestrians/vehicles to pass equestrians safely. The existing conditions of the Bridleway are demonstrated in Photographs 25 and 26. It is however, considered unlikely that equestrians using this route would travel within the study area along Tye Lane, although they may use The Street.



Photograph 25: Shared Bridleway Conditions



Photograph 26: Bridleway only Section

7. USER OPPORTUNITIES

- 7.1 The opportunities highlighted below are considered to be relevant to the highway scheme and should be considered by the wider design team throughout the progression of the scheme design, in addition to any further opportunities that may arise through the ongoing development of the design phase(s).

General Opportunities
Opportunity 1: Provide a pedestrian connection onto Field Close which will serve as an alternative pedestrian route between the site and the village.
Strategic Opportunities
Opportunity 1: Provide additional advisory signage on footpath no. 332 to facilitate the movement of pedestrians between the site and the village shops/surgery
Pedestrian Specific Opportunities
Opportunity 1: Provision of a crossing point on The Street to safely enable pedestrians to cross from the northern footway onto the southern footway and continue to the village centre

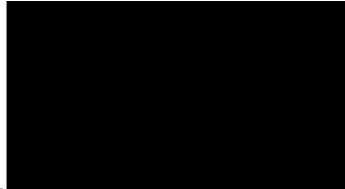
8. WALKING, CYCLING AND HORSE-RIDING ASSESSMENT TEAM STATEMENT

- 8.1 As Lead Assessor, I confirm that this Walking, Cycling and Horse-Riding Assessment Report has been compiled in accordance with DMRB GG 142 and thus contains the appropriate information for the wider design team. The walking, Cycling and Horse-Riding Assessment was undertaken by the following Assessment and Review Team:

Walking, Cycling and Horse-Riding Lead Assessor

Mark Smith
BA(Hons), MCIHT
Director

Paul Basham Associates

Signed: 
Date 25.08.20

Walking, Cycling and Horse-Riding Assessor

Shannon Betteridge
BSc
Transport Planner
Paul Basham Associates

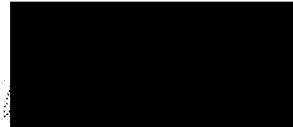
Signed: 
Date 25.08.20

- 8.2 As design team leader I confirm that the assessment has been undertaken at the appropriate stage of scheme development and that the wider design team has been involved in the process. I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

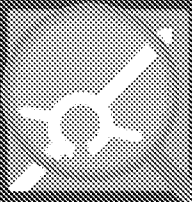
Design Team Leader

Mark Smith
BA(Hons), MCIHT
Director

Paul Basham Associates

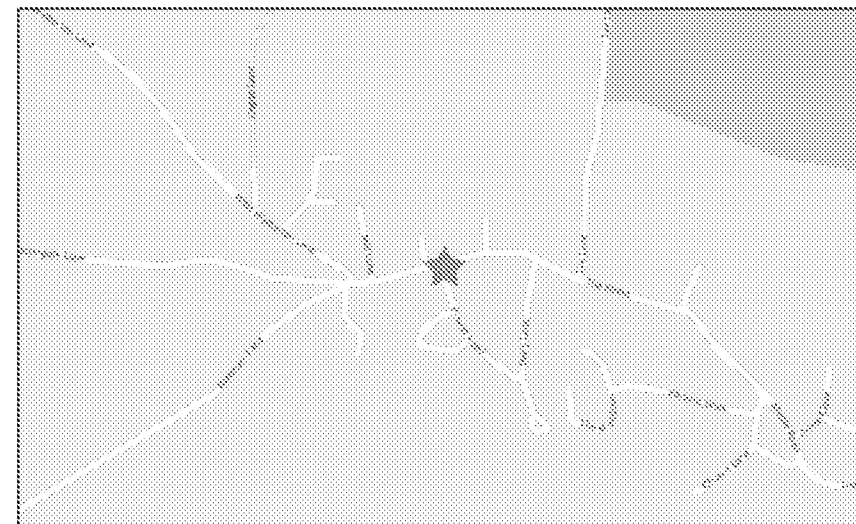
Signed: 
Date 25.08.20

Appendix A



Crash Date: Tuesday, January 03, 2017 **Time of Crash:** 3:33:00 PM **Crash Reference:** 2017471700063

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	West Sussex			Number of Vehicles:	1
Local Authority:	Arun District			OS Grid Reference:	496795 106105
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

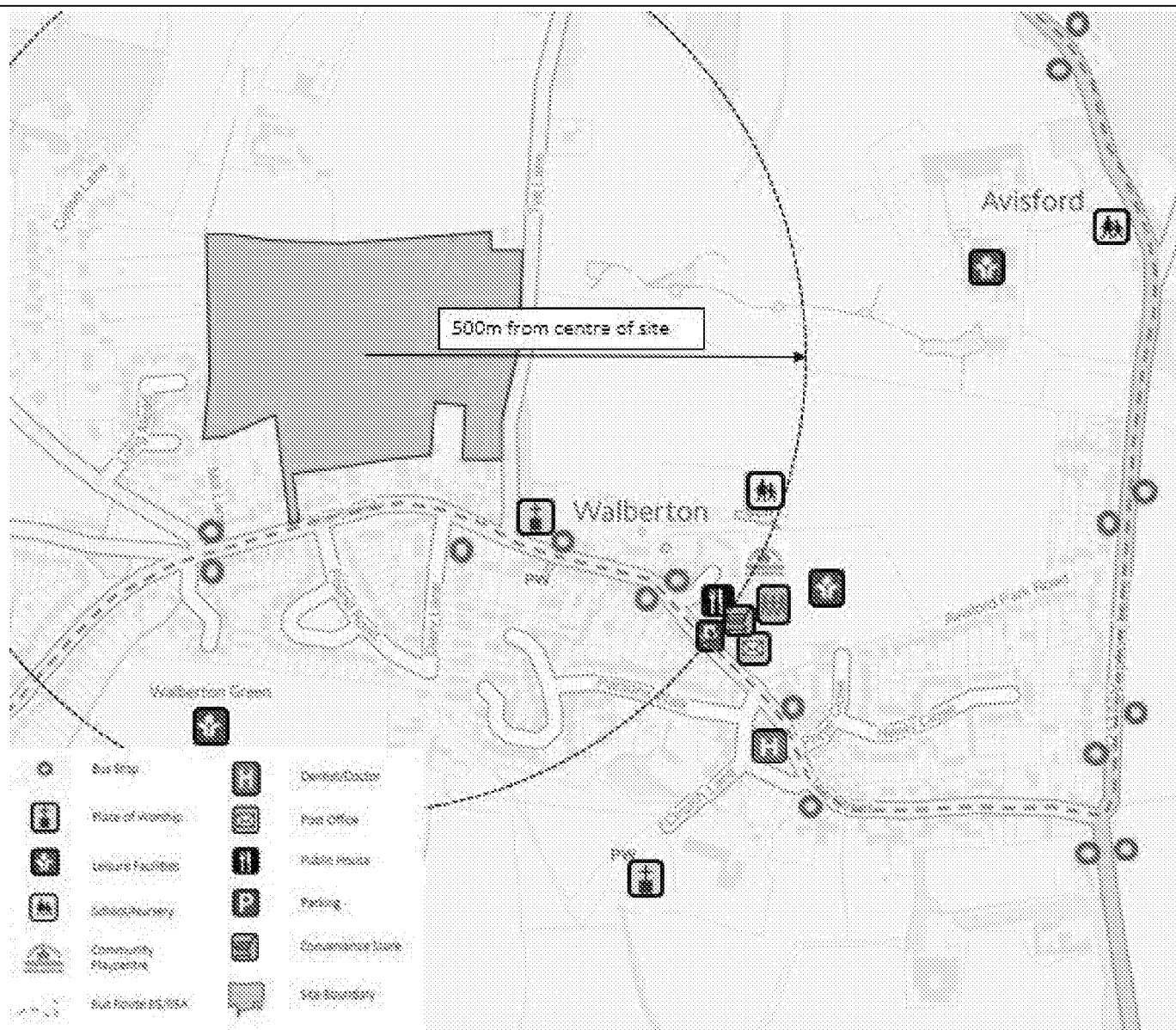


Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hlt Object - On Carriageway	Hlt Object - Off Carriageway
1	Car (excluding private hire)	11	Female	46 - 55	Vehicle is in the act of turning right	Front	Journey as part of work	None	None

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	6 - 10	In carriageway, crossing elsewhere	Crossing from driver's nearside

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Appendix B



Project Number:
041.0071

Title:
Accessibility Map

Project Name:
Land West of Tye
Lane, Walberton

pb paul basham
associates

Checked By:
JL

Checked Date:
10.08.2020

Scale: N/A

Drawn By:
SB

Drawn Date:
10.08.2020

Drawing No: N/A

Appendix C

