Transport Assessment

Project: Yapton Lane
Walberton

Client: Land Allocation Ltd

Reference: C86484-NE-66-XX-RP-T-1001 P03

Date: July 29th 2021

ARUN DISTRICT COUNCIL WA/80/21/OUT

This document is for the sole use and reliance of Newell Edwards's Client and has been prepared in accordance with the scope of the appointment of Newell Edwards and is subject to the terms of that appointment.

Newell Edwards accepts no liability for any use of this document other than by its Client and only for the purposes for which it has been prepared.

No person other than the Client may copy (in whole or in part) or use the contents of this document, without the prior written permission of Newell Edwards.

Any advice, opinions or recommendations within this document should be read and relied upon only in the context of this document as a whole.

Any comments given within this document are based on the understanding that the proposed works to be undertaken will be as described in the introduction. The information referred to and provided by others and will be assumed to be correct and will not have been checked by Newell Edwards, Newell Edwards will not accept any liability or responsibility for any inaccuracy in such information.

Any deviation from the recommendations or conclusions contained in this document should be referred to Newell Edwards in writing for comment and Newell Edwards reserve the right to reconsider their recommendations and conclusions contained within. Newell Edwards will not accept any liability or responsibility for any changes or deviations from the recommendations noted in this document without prior consultation and our full approval.

ARUN DISTRICT COUNCIL WA/80/21/OUT

Contents

EXECUTIVE SUMMARY ..... **V**

1 INTRODUCTION **1**

1.1 Context 1
1.2 Report Structure 1

2 POLICY AND BEST PRACTICE **2**

2.1 Introduction 2
2.2 National Planning Policy Framework (2021) 2
2.3 Planning Practice Guidance (2014) 3
2.4 Arun District Local Plan 2011-2031 (2018); 4
2.5 West Sussex Transport Plan 2011 – 2026 (2011) (LTP3) 6
2.6 Arun District Council Parking Standards Supplementary Planning Document (SPD) (2020) 10
2.7 Summary 11

3 BASELINE CONDITIONS **12**

3.1 Introduction 12
3.2 Site Location 12
3.3 Local Highway Network 12
3.4 Public Transport – Bus 14
3.5 Public Transport – Rail 15
3.6 Analysis of Personal Injury Accident Data 15
3.7 Walking and Cycling Facilities 16
3.8 Summary 21

4 DEVELOPMENT PROPOSALS **22**

4.1 Introduction 22
4.2 Development Proposals 22
4.3 Site Access 22
4.4 Pedestrian Access 23
4.5 Visibility 23
4.6 Swept Path Analysis 23
4.7 Residential Parking 23
4.8 Cycle Parking 24
4.9 Summary 24

5 TRIP GENERATION **25**

5.1 Trip Generation 25
5.2 Existing Trip Generation 25
5.3 Proposed Trip Generation 25
5.4 Vehicle Trip Distribution 26

6 TRAFFIC SURVEYS AND JUNCTION ASSESSMENT – SITE ACCESS / YAPTON LANE **28**

6.1 Introduction 28
6.2 Surveys 28
6.3 Base Flows on Yapton Lane 28

ARUN DISTRICT COUNCIL WA/80/21/OUT

6.4 Future Year Flows 28
6.5 Highway Capacity Analysis 29
6.6 Method of Reporting 29
6.7 Site Access / Yapton Lane Modelling Results 30

7 JUNCTION ASSESSMENT – YAPTON LANE / A27 JUNCTION 31

7.1 Introduction 31
7.2 TEMPRO 31
7.3 2021 Base Flows 32
7.4 2026 Do Nothing and Do Something Scenarios 33
7.5 2031 Do Nothing and Do Something Scenarios 34
7.6 Method of Reporting 35
7.7 Yapton Lane / A27 Modelling Reports 35

8 SUMMARY AND CONCLUSIONS 38

8.1 Summary 38
8.2 Conclusion 38

FIGURES / DRAWINGS 39

APPENDIX A: INDICATIVE LAYOUT 1

APPENDIX B: ATC DATA 2

APPENDIX C: TRICS DATA 3

APPENDIX D: CENSUS DISTRIBUTION DATA 4

APPENDIX E: PICADY RESULTS – SITE ACCESS / YAPTON LANE 5

APPENDIX F: PICADY RESULTS – YAPTON LANE / A27 2021 BASE 6

APPENDIX G: PICADY RESULTS – YAPTON LANE / A27 FUTURE YEAR SCENARIOS 7

List of Tables

Table 3-1: Bus Services and Frequencies 14
Table 3-2 Existing Rail Services at Barnham Railway Station (08:00-09:00) 15
Table 3-3: Site Accessibility to Local Services 19
Table 5-1 Vehicular Trip Rates (per dwelling) 25
Table 5-2 Vehicular Trip Generation (75 dwellings) 25
Table 5-3 Trip Distribution from Site Access 27
Table 6-1 Existing Traffic Flows and Development Flows on Yapton Lane 28
Table 6-2 TEMPro Growth Factors 29
Table 6-3 2026 'Do Nothing' Flows 29
Table 6-4 2031 'Do Nothing' Flows 29
Table 6-5 Site Access / Yapton Lane PICADY Results 30
Table 7-1 TEMPRO Growth Factors 32
Table 7-2 2017 AM Surveyed Flows (0800-0900) 32

ARUN DISTRICT COUNCIL WA/80/21/OUT

Table 7-3 2017 AM Surveyed Flows (1700-1800) 32
Table 7-4 2021 AM Base Flows (0800-0900) 32
Table 7-5 2021 PM Base Flows (1700-1800) 33
Table 7-6 2026 AM Do Nothing Flows (0800-0900) 33
Table 7-7 2026 PM Do Nothing Flows (1700-1800) 33
Table 7-8 2026 AM Do Something Flows (0800-0900) 33
Table 7-9 2026 PM Do Something Flows (1700-1800) 34
Table 7-10 2031 AM Do Nothing Flows (0800-0900) 34
Table 7-11 2031 PM Do Nothing Flows (1700-1800) 34
Table 7-12 2031 AM Do Something Flows (0800-0900) 34
Table 7-13 2031 PM Do Something Flows (1700-1800) 34
Table 7-14 Yapton Lane / A27 PICADY Results – 2021 Base 35
Table 7-15 Yapton Lane / A27 PICADY Results – 2026 Do Nothing 35
Table 7-16 Yapton Lane / A27 PICADY Results – 2026 Do Something 36
Table 7-17 Yapton Lane / A27 PICADY Results – 2031 Do Nothing 36
Table 7-18 Yapton Lane / A27 PICADY Results – 2031 Do Something 36

List of Figures

Figure 3-1 Site Location 12
Figure 3-2: Public Rights of Way Map (Courtesy of West Sussex County Council) 13
Figure 3-3 Collisions in the Vicinity of the Proposed Development 16
Figure 3-4 2km Walking Isochrone 18
Figure 3-5 8km Cycling Isochrone 20
Figure 3-6 Local Cycle Route Map 21
Figure 5-1 Arun 003 MSOA Map 26

List of Figures / Drawings

C86484-NE-66-XX-DR-C-2001 P02	Site Access General Arrangement
C86484-NE-66-XX-DR-C-2002	Refuse Swept Path Analysis
C86484-NE-66-XX-DR-C-2003	Fire Tender Swept Path Analysis

ARUN DISTRICT COUNCIL WA/80/21/OUT

EXECUTIVE SUMMARY

This Transport Assessment (TA) has been prepared for a proposed residential development on land to the east of Yapton Lane, Walberton. The development proposals comprise the construction of up to 75 dwellings, which will be served by one point of access from Yapton Lane.

This TA has been prepared in consultation with the Local Highway Authority - West Sussex County Council (WSCC) - and Highways England (HE).

The TA presents a review of national and local policy documents. This includes the National Planning Policy Framework (2021); The Arun District Local Plan 2011-2031 (2018); The West Sussex Transport Plan 2011 – 2026 (2011) (LTP3); and the Arun District Council Parking Standards Supplementary Planning Document (SPD) (2020).

A review of the baseline highway conditions for the area surrounding the site has been carried out within this TA. There are several amenities and services within a 2km walking distance of the proposed development. This includes a Pre School, Primary School, Convenience Store, Post Office, Church, GP Surgery and Dental Surgery. The nearest bus stops are approximately 100m walking distance from the site and provide services to Arundel and Chichester, with additional services to Bognor Regis available from stops located approximately 150m from the access location.

It is considered that 2.4m x 120m visibility can be achieved in both directions along Yapton Lane at the site access. This is in accordance with the Stopping Sight Distances (SSD's) stipulated within the Design Manual for Roads and Bridges and the Local Design Guide. Pedestrian visibility splays of 2m x 80m can be achieved in both directions from the new proposed pedestrian crossing points to the north of the site access and in the vicinity of Avisford Park Road, in accordance with Chapter 6 of the Traffic Signs Manual.

This TA sets out the trip rates and trip generation associated with the proposed development. The development is expected to generate 38 two-way vehicle trips in the AM Peak and 38 two-way vehicle trips in the PM Peak. This equates to an average of just over one vehicle arriving or departing once every two minutes in each peak period.

These vehicle trips have been distributed onto the highway network, with the distributions being approved by both WSCC and HE accordingly. Capacity modelling of the site access onto Yapton Lane and at the junction between Yapton Lane and the A27, demonstrating that the proposed development is not forecast to have a significant impact upon the operation of the local highway network.

ARUN DISTRICT COUNCIL WA/80/21/OUT

1 INTRODUCTION

1.1 Context

1.1.1 Newell Edwards have been appointed by Land Allocation Ltd to undertake a Transport Assessment for the development proposals at Yapton Lane, Walberton. It is intended that the TA will accompany and support an Outline Planning Application.

1.1.2 The proposals, which are the subject of this report and referred to as 'the Site' comprise the development of up to 75 dwellings.

1.1.3 The development proposals will be served by one point of access from Yapton Lane. A pedestrian crossing point is proposed in the vicinity of the vehicular access, facilitating connectivity to the existing footway on the western side of Yapton Lane.

1.1.4 This TA has been prepared to take account of national and local planning policy, including the National Planning Policy Framework (2021); The Arun District Local Plan 2011-2031 (2018); The West Sussex Transport Plan 2011 – 2026 (2011) (LTP3); and the Arun District Council Parking Standards Supplementary Planning Document (SPD) (2020).

1.1.5 The Local Planning Authority is Arun District Council (ADC) and the Local Highway Authority is West Sussex County Council (WSCC).

1.1.6 While this TA discusses the development proposals, it should be noted that the internal layout and associated reserved matters will be addressed at a later stage in the planning process.

1.2 Report Structure

1.2.1 The TA comprises the following sections:

- **Section 2 – Policy and Good Practice Guidance:** This section summarises policy which is relevant to the TA;
- **Section 3 – Baseline Conditions:** This section describes the existing highway conditions in the vicinity of the site, including access by sustainable modes of transport;
- **Section 4 - Development Proposals:** This section describes the proposed residential development, including the access arrangements and proposed parking provision;
- **Section 5 – Trip Generation and Distribution:** This section sets out the methodology for calculating the proposed trip generation;
- **Section 6 - Traffic Surveys and Junction Assessment – Site Access / Yapton Lane:** This section set out the traffic survey and capacity assessment methodologies and results for the site access onto Yapton Lane;
- **Section 7 - Junction Assessment – Yapton Lane / A27 Junction:** This section set out the and capacity assessment methodologies and results for the junction between Yapton Lane and the A27; and
- **Section 8 – Summary and Conclusions:** This section concludes the report and summarises its findings.

ARUN DISTRICT COUNCIL WA/80/21/OUT

2 POLICY AND BEST PRACTICE

2.1 Introduction

2.1.1 This section provides a summary of the transport policy context against which the proposals have been designed. These are contained within the national, regional and local policy documents relevant to the Site.

2.1.2 These include the following:

National Policy and Guidance

- National Planning Policy Framework (NPPF), 2021; and
- Planning Practice Guidance (PPG), 2014.

Local Policy and Guidance

- Arun District Local Plan 2011-2031 (2018);
- West Sussex Transport Plan 2011 – 2026 (2011) (LTP3); and
- Arun District Council Parking Standards Supplementary Planning Document (SPD) (2020).

2.2 National Planning Policy Framework (2021)

2.2.1 The Ministry of Housing, Communities and Local Government published the revised NPPF in July 2021, which replaces the previous versions of NPPF published in March 2012, July 2018 and February 2019.

2.2.2 National Planning Policy reflects and responds to growing concerns over environmental issues and a greater public awareness of the problems associated with unrestrained car use. Current policies place a greater emphasis on increasing accessibility by more sustainable modes, such as walking, cycling and public transport. The NPPF also states that sustainable developments are more favourable, and this approach should be reflected by local planning authorities in their local plans and the decision-making process.

2.2.3 Paragraph 104 of the NPPF states that transport should be considered from the earliest stages of plan making so that:

- *'The potential impacts of development on transport networks can be addressed;*
- *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*

ARUN DISTRICT COUNCIL WA/80/21/OUT

2.2.4 Paragraph 105 goes on to state that 'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion and emissions and improve air quality and public health'.

2.2.5 Paragraph 110 of NPPF provides information on the transport considerations that should be given in determining applications for development. These are as follows:

- 'Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the development type and its location;
- Safe and suitable access to the site can be achieved for all users;
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'

2.2.6 Paragraph 111 reminds authorities that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

2.2.7 Paragraph 113 states that all developments which will generate significant amounts of movement must be supported by a Travel Plan and a Transport Statement / Transport Assessment so that the cumulative impacts of the proposal can be assessed.

2.3 Planning Practice Guidance (2014)

2.3.1 Planning Practice Guidance provides advice on when Transport Assessments and Transport Statements are required, as well as the information they should contain.

2.3.2 Paragraph 15 of 'Planning Practice Guidance on Travel Plans, Transport Assessments and Statements' presents the level of detail that a Transport Assessment must go to and what must be included. The following criteria are necessary:

- Information about the proposed development, site layout (particularly proposed transport access and layout across all modes of transport);
- Information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;
- Data about existing public transport provision, including provision/frequency of services and proposed public transport changes;
- A qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and near the site;
- An assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next three years);

ARUN DISTRICT COUNCIL WA/80/21/OUT

- Data about current traffic flows on links and at junctions (including different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highway network;
- An analysis of the injury accident records on the public highway near the site access for the most recent three-year period, or five-year period if the proposed site has been identified as being within a high accident area;
- An assessment of the likely environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);
- Measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle linkages) where these are necessary to make the development acceptable in planning terms;
- A description of parking facilities in the area and the parking strategy of the development;
- Ways of encouraging environmental sustainability by reducing the need to travel; and
- Measures to mitigate the residual impacts of the development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads).

2.4 Arun District Local Plan 2011-2031 (2018);

2.4.1 The Arun District Local Plan 2011 – 2031 was adopted on the 18th of July 2018, with a stated central purpose:

- *"…to encourage sustainable development and manage future growth whilst ensuring that change across the District is appropriate to meet local need."*

2.4.2 Where transport is concerned, the strategic objectives are to:

- *"Reduce the need to travel and promote sustainable forms of transport;*
- *Plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity;*
- *Create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities;*
- *Promote strong, well integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all. This includes meeting the needs of a growing elderly population; and*
- *Strengthen Arun's economic base and provide local job opportunities by increasing, diversifying and improving the quality of employment within the District through the provision of appropriate employment sites, better infrastructure, including road and rail access, quality affordable accommodation and the development of business support and partnerships."*

ARUN DISTRICT COUNCIL WA/80/21/OUT

2.4.3 Policy T SP1, Transport and Development, is stated as follows;

- *"To ensure that growth in the District strengthens Arun's economic base, reduces congestion, works to tackle climate change and promotes healthy lifestyles; the Council will ensure that development: provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network.*
- *The Council will support transport and development which:*
  - *a) Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy;*
  - *b) Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;*
  - *c) Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton and the A27, to ensure that they are delivered in line with strategic growth in the District;*
  - *d) Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking and;*
  - *e) Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable;*
  - *f) Explains how the development has been designed to:*
    - *i. Accommodate the efficient delivery of goods and supplies;*
    - *ii. Give priority to pedestrian and cycle movements and have access to high quality public transport facilities;*
    - *iii. Create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;*
    - *iv. Incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and*
    - *v. Consider the needs of people with disabilities by all modes of transport; and*
  - *g) Provides improved crossing points over the railway line to improve transport links between the coast and the A27, in particular at Ford."*

ARUN DISTRICT COUNCIL WA/80/21/OUT

2.4.4 Policy T DM1, Sustainable Travel and Public Rights of Way, is stated as follows;

- *"New development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified. Access to alternative modes of transport including public transport services, the public right of way and cycle networks, must be available and accessible to all members of the community.*
- *Proposals for all new development must:*
    - *a) Be located within easy access of established public transport service(s), existing pedestrian and cycle networks, the committed and aspirational cycle networks and the green infrastructure network which links the development with key destinations including places of work, education, leisure and town centres;*
    - *b) Where applicable, contribute to the extension of public transport services to serve the development and community transport services to ensure that a wide range of transport services are available to all residents;*
    - *c) Make provision for cycling and pedestrian facilities to meet the County Council Parking Standards, including cycle storage, convenient and secure cycle parking in association with retail and educational uses and sufficient secure parking and changing/showering facilities at places of work; and*
    - *d) Contribute towards the provision of a joined up cycle network and Public Rights of Way network, taking into account the aspirational cycle network, which provides convenient, accessible, safe, comfortable and attractive routes for pedestrians and cyclists and; where appropriate, horse riders, both within the development and in the form of links between the development and;*
        - *i. Places of work, education, leisure and food retail;*
        - *ii. The South Downs National Park;*
        - *iii. Along the coast particularly between Bognor Regis and Littlehampton;*
        - *iv. Along the coast to Chichester;*
        - *v. Bognor Regis to Arundel; and*
        - *vi. Littlehampton to Goring."*

2.5 West Sussex Transport Plan 2011 – 2026 (2011) (LTP3)

2.5.1 West Sussex's 3rd Local Transport Plan (LTP3) was adopted in 2011 and covers the period through to 2026.

2.5.2 It provides a framework for guide highways and infrastructure investment and the transport infrastructure requirements associated with future development across the County.

2.5.3 The four guiding strategies for LTP3 are stated as:

1. *"Promoting economic growth;*

ARUN DISTRICT COUNCIL WA/80/21/OUT

2. *Tackling climate change;*
3. *Providing access to services, employment and housing; and*
4. *Improving safety, security and health."*

2.5.4 The overall vision of LTP3 is to:

- *"… achieve efficient, safe and less congested transport networks, which contribute towards:*
  - *a more competitive and thriving economy;*
  - *reductions in emissions;*
  - *improved access to services;*
  - *jobs and housing, especially for those in need; and*
  - *improved quality of life for all those who live and work within our beautiful and unique County."*

2.5.5 The key transport issues within Arun district specifically as identified within LTP3 are:

- *"Access by road and rail, and local perception of parking provision and cost, deters visitors and businesses from Littlehampton and Bognor Regis, inhibiting aims for regeneration of the District;*
- *Road congestion during peak periods affects many parts of the highway network, especially the A27 at Arundel, A29 and A259, disrupting journey times and causing poor air quality. The lack of safe crossing points on these routes also causes community severance;*
- *Large numbers of access links (estate roads and private drives) onto the A259 increase journey times, levels of congestion and traffic pollution within Bognor Regis;*
- *Traffic travelling between the A27 and A259 via the A284 and A29 to access Littlehampton, Bognor Regis and the coastal area is often delayed due to the level crossings at Wick and Woodgate which also create congestion and poor air quality;*
- *In order to avoid congestion and maintain journey times HGVs are diverting onto unsuitable residential and rural roads, causing concerns over safety;*
- *Rail services to and from the District, particularly between both Littlehampton and Bognor Regis, and London, are perceived as slow and there is a limited supply of modern rail stock available to provide extra capacity along the West Coastway;*
- *Bognor Regis Station, in particular, is in need of improvement to make it a more attractive transport interchange for visitors and local commuters;*
- *The current provision of pedestrian and cycling facilities throughout the District, and in particular within Bognor Regis and Littlehampton, are unable to support and maintain sustainable travel, as much of the network is disjointed and suffers from inadequate signing, safe crossing points and poor surfacing;*

ARUN DISTRICT COUNCIL WA/80/21/OUT

- *The current public right of way network linking the South Downs with the coastal plain is disjointed, deficient in terms of bridleway access and requires surface enhancements in many places;*
- *Due to the low use of some bus services, there is uncertainty over the future viability of some services; and*
- *There is limited funding available for infrastructure improvements."*

2.5.6 Accordingly, the key transport aims to address the above issues within Arun district specifically as identified within LTP3 are;

- *"Major improvements to the A27 at Arundel, such as a bypass, to reduce congestion and rat-running, and to improve the safety record and community cohesion.*
- *Maintaining roads and public rights of way to a good standard.*
- *Improving street lighting through the contract with Southern Electric.*
- *All new development should be designed to promote 'local living', for example shops, jobs and homes all being within easy reach of each other.*
- *All new development should provide enough secure cycle parking to meet the needs of the development and be withinclose proximity to public transport.*
- *Parking provision at new residential development should provide enough spaces to accommodate the expected number of vehicles at the site or provide measures such as car clubs which reduce the number of vehicles to match the space available.*
- *Ensuring that all new development contributes to the regeneration aspirations and the transport issues in Bognor Regis and Littlehampton.*
- *Continuing to work towards the development-led completion of the A259 Bognor Regis relief road and provide an associated package of measures, including junction improvements to Comet Corner (in Middleton-on-sea), traffic management measures (in Felpham and North Bersted) and a cycle route on Rowan Way.*
- *Developing opportunities through new development that will improve the access along the A29, including the potential to bridge the railway level crossing at Woodgate.*
- *Developing opportunities through new development to improve the access along the A259 including improvements that will achieve better bus journey times.*
- *Generating opportunities through new development to secure the delivery of the Fitzalan Link Road Extension and Lyminster bypass to improve safety, accessibility and contribute to regeneration in Littlehampton and Bognor Regis.*
- *A series of town centre measures in Bognor Regis, including improvements to The Esplanade, provision of a 20mph (limit or zone), and the introduction of variable message signs to support the use of car parks.*
- *Making the best use of the existing road network and improving the way in which the network is managed to reduce levels of congestion. For example, through the introduction of intelligent transport systems and improving public transport reliability.*

ARUN DISTRICT COUNCIL WA/80/21/OUT