

RURAL ASSOCIATES

Planning and Project Co-ordination

TECHNICAL NOTE

Re Land East of Fontwell Avenue

GTR (Global Technologies Racing Ltd) Denmans Lane Fontwell

Walking, Cycling and Horse-Riding Assessment for Construction Phase

1. Introduction

- 1.1 Condition 26 requires that a Non-Motorised Users Audit (NMUA) shall be carried out for the construction stage of the development. However, in 2019, NMUA's were superseded by a new process, namely GG142 Walking Cycling & Horse Riding Assessment & Review (WCHAR) and therefore, this assessment is submitted based on the latter.
- 1.2 It should also be noted that similar to the separate residential element, a full assessment is considered superfluous given the modest impact of the proposed development, the high level of site containment and also the short term construction timescales.
- 1.3 Therefore, the scope of the WCHAR in this case will be limited to a simple statement assessing the impact of the construction works on the existing pedestrian provision in the vicinity of the site.

2. Proposed Construction Access on Arundel Road

- 2.1 This document sets out the walking, cycling and horse-riding assessment for the development of a new light industrial unit on land east of Fontwell Avenue (the A29) Fontwell and south of Arundel Road, Fontwell. It defines if any applicable highway works and stages in the scheme development process at which walking, cycling and horse-riding assessments and reviews are needed.
- 2.2 For the whole duration of the works, the sole location for construction access to the site will be from the south side of Arundel Road Fontwell only.(see block plan appendix 1)
- 2.3 There will no vehicular or pedestrian access or egress to from the site onto Fontwell Avenue (A29).

- 2.4 The existing vehicle access on Arundel Road will be used during the initial construction stage, but this will cease once the new S278 bellmouth access adjacent becomes available.
- 2.5 The existing vehicle access on Arundel Road will be closed off upon completion of the site as part of the S278 access works.

3. Existing Pedestrian Provision

- 3.1 The site is served along its entire northern frontage by an existing publicly maintained footway, on the south side of Arundel Road. It links the existing footway on the east side of Fontwell Avenue to that on West Walberton Lane to the east.



Existing footway on south side Arundel Road with existing vehicle site access in middle distance.

- 3.2 Pedestrian use of the existing footway may be described as infrequent.
- 3.3 There is NO footway on north side of Arundel Road between London Road(the Old A29) and the A27 trunk road however there are footway northwards on London Road and eastwards on the north side of Arundel Road from junction of London Road.
- 3.4 At north end London Road there is an underpass beneath A27 to provide Cycling, Equine and Pedestrian access to National Trust Slindon Estate together with South Downs National Park.

4. Impact and control of construction access arrangements

- 4.1 The impact of the proposed construction access arrangements for pedestrians on Arundel Road will be minimal. The footfall in this area is low and most pedestrians are regular users.
- 4.2 Initially, the existing vehicle access will be used. However, there will be changes to the existing highway layout when the new access bellmouth (subject to 278 agreement with West Sussex Highways which is currently being processed) is constructed of which all highway users, including pedestrians will be advised.
- 4.3 In order to mitigate the low level of impact due to the proposed construction access arrangements, such measures as listed below, although not limited to such, may be incorporated within the Construction Management Plan:
- a) the control of vehicle movements to and from the site onto Arundel Road
 - b) the provision safety advisory signage to warn pedestrians of any hazards
 - c) the provision of wheel washing plant to avoid mud deposits on footways and reduce the likelihood of any slips, trips and falls.
 - d) the provision of sufficient on-site car parking to prevent overspill parking onto adjacent roads
 - e) to ensure that the vehicle access is kept clear at all times to prevent the footway becoming obstructed and causing pedestrians to walk in the carriageway.
 - f) to provide safety escorts to guide pedestrians through any works on the highway as required.
 - g) to provide safe alternative routes for pedestrians (e.g. barriered walkways) when necessary, during any temporary footway closures or obstructions.
 - h) ensure all site traffic to access and egress the site from the west only (A27/A29).
 - i) where possible, deliveries to site must be scheduled to avoid peak hours.
 - j) the appointment of responsible persons to ensure that the Construction Management Plan and its requirement are implemented, monitored and reviewed where necessary.

RURAL ASSOCIATES

GTR (Global Technologies Racing Ltd)
Denmans Lane Fontwell

Land South of Arundel Road Fontwell and East of Fontwell Avenue, Fontwell West Sussex
Post Construction Travel Plan (Site User Specific)

May 2021

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Planning Project Co-ordination

Agricultural and Rural

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Introduction

GTR (Global Technologies Racing Ltd) are a world class company producing "Carbon-Fibre" components for both the Motor Sport and Aero-Space Industrials together with the MOD all min site across the Arun District.

The proposed development is modest in size and limited to closed site however is close to and loosely connected to a development of up to 400 residential units. so a more detailed Assessment is unnecessary

Background

This document sets out a Post Construction Travel Plan assessment for the development of up to 5,000sqm new light industrial floor space (B1b or B1c) on land south of Arundel Road Fontwell and east of Fontwell Avenue (the A29) Fontwell.

1. The site

- 1.1 Access to the site will be from the south side of Arundel Road Fontwell (see block plan appendix 1)
- 1.2 There will be no vehicular or pedestrian access to or from Fontwell Avenue (A29)
- 1.3 The site will only have one operator with one Specific use

2. GTR (Global Technologies Racing Ltd) Travel Policy Commitments

- Reduce their carbon footprint
- Promote where ever possible car sharing and the use of Public Transport
- Encourage cycling to work
- Provide safe and secure storage for bicycles
- Provide changing rooms with storage lockers for cyclists
- Where and if possible employ people with the appropriate qualification who live within walkable distance
- Provide inter-unit Mini-bus transfer as and when required

3. West Sussex Local Transport Plan 2011-2026

- 3.1 The West Sussex Transport Plan sets out WSCC's strategy to maintain, manage and invest in local transport. The four principal strategies of the plan are:
 - To promote economic growth;

- To tackle climate change;
- To provide access to services, employment and housing; and
- To improve safety, security and health.

3.2 These key strategies cover a number of other themes that are relevant to the proposed scheme including:

- Maintain or improve the reliability of journey times and key routes;
- Deliver transport improvements to support and facilitate sustainable growth;
- Reduce unnecessary trips by motorised vehicles and encourage the use of more sustainable modes of transport;
- Reduce the need to travel at all by encouraging the provision of local services;

3.3 GTR's travel plan will specifically be aimed at facilitating sustainable growth by encouraging the use of more sustainable modes of transport.

4. Arun Local Plan 2011-2031

4.1 The Arun Local Plan 2011-2031 was adopted in July 2018, guiding development in in the region to achieve the desired future for the Arun district. The vision of the plan is that:

"By 2031 Arun will be safer, more inclusive, vibrant and attractive place to live, work and visit. Aron's residents will be healthier and better educated, with reduced inequalities between the most and least affluent"

4.2 Chapter 15 of the Arun Local Plan relates to transport. Included in the objectives for this plan is the authorities' commitment to "...reduce the need to travel and promote sustainable forms of transport". GTR's travel plan also aims to achieve this

5. Site Location Roadways

5.1 Part of Arundel Road, Fontwell forms the northern boundary of the site (See Appendix 1). Arundel Road, was formally the A27 until the late 1980's until the Fontwell bypass was constructed. On the north side of Arundel Road is a Shell Service Centre which includes a Waitrose convenience store, a fast food outlet and a budget hotel. To the north east of the site is Fontwell village's main residential area and the old London Road.

5.2 The western boundary of the site is formed by the A29 Fontwell Avenue on the west side of which is access to the Stable Barn Inn as well as a budget hotel. Adjacent to this is the main entrance to the Fontwell Racecourse.

6. Site Accessibility

6.1 Pedestrian and Cycle Access

The site is accessible via pedestrian walkways in the following areas:

- The A29 Fontwell Avenue has a footpath on the eastern side of the carriageway along the entire length of the GTR site. This footpath continues south to Eastergate, Westergate & Barnham where it links to local rail networks.
- There is a continuous footpath along the southern carriageway of Arundel Road from the roundabout with the A27 to the junction with Wandleys Lane. Within the existing residential area of Fontwell there is also a footway adjacent to the northern carriageway of Arundel Road and there is a bridleway that is routed north from Arundel Road along London Road which connects to and underpass below the A27. This route provides connection from the site into the South Downs National Park.

6.2 Bus Services

- The nearest bus stops to the site are located along Fontwell Avenue and Arundel Road, all within 250m of the site boundary. The bus stops are served by the 85 service which runs from Arundel to Chichester on weekdays.

Details of current bus services:

Direction	Days of Operation	Number of Services	Departure Times
Westerly towards Chichester	Monday -Friday	3	07:12/08:12, 12:12, 16:08
Easterly towards Arundel	Monday-Friday	4	09:26, 11:14, 15:21, 17:08

The journey time from Fontwell to Chichester is approximately 30 minutes and connects Fontwell to residential areas.

6.3 Rail Services

The nearest railway station to the site is Barnham, approximately two and a half miles to the southeast of the site. Barnham station provides a large range of connecting services including the following:

- Six services per hour towards Chichester, Portsmouth & Southampton
- Four services per hour to Bognor Regis
- Four services per hour to London Victoria
- Two services per hour to Brighton; and
- Three services per hour to Littlehampton

Barnham station is approximately a 20-25 minute cycle distance from the site. There is an existing car park at the station which contains covered cycle racks.

7 Travel Prediction

7.1 Movement numbers

- Following agreement with the LPA 105 car parking spaces are to be provided on the site, comprising of 86 standard spaces 19 with EV charging points 5 disabled bays and 2 disabled bays with EV Charging points
- In Addition to the above there will 34 covered cycle racks and Motorcycle parking
- With products produced on the site and their production process the number of staff required (75-100) falls well short of the number of parking spaces to be provided
- GTR operate a flexible working day system for their staff.

7.2 Travel movements predicted (Pre travel plan implementation)

GTR	Movements	INWARD	OUTWARD	IN/OUT	Daily total
Time					
AM peak	7am-9am	85		5	
Non peak		10	10	8	
Pm peak	4pm-6pm		85	5	
Totals		95	95	18	208
Hours/day 11	7am-6pm				

7.3 - The expected trip generation for the new factory was estimated and accepted at the application stage, using the TRICS database. Therefore, it is proposed that no further TRICS data will be provided at this stage, unless specifically requested by the planning authority.

7.4 - A clearer picture of the actual trips likely to be generated, will become available closer to the time of commissioning at which point a Travel Database will be established, with a baseline travel survey from which **SMART** targets may be identified and set.

8 Objectives

8.1 Introduction

- Identifying and setting objectives for the Travel Plan will give it focus and help to identify measures to be implanted as part of the development

8.2 Objectives

- The purpose of this Travel Plan is to manage the journeys generated by the new development, with the aim and need to encourage GTR employee's to travel using car sharing and or sustainable modes where ever possible
- Objectives provide the focus for the identification and development of actions and measures within a Travel Plan. The main aim of this Travel Plan is to :
 1. Where ever possible reduce traffic generated by the development
 2. Reduce their carbon footprint
 3. Promote were ever possible car sharing and the use of Public Transport
 4. Encourage cycling to work
 5. Provide safe and secure storage for bicycles
 6. Provide changing rooms with storage lockers for cyclists
 7. Where and if possible employ people with the appropriate quauilifcation who live within walkable distance
 8. Provide inter-unit Mini-bus transfer as and when required

9 Targets

9.1 The West Sussex County Council development travel plan policy suggests that targets should be "SMART" meaning that they are

- Site-specific
- Measurable
- Achievable
- Realistic: and
- Time-specific

9.2 The target for this Full Travel Plan is as follows;

1. This Travel Plan will target a 10% reduction in vehicle trips over an 11 hour (weekday 7am to 6pm) period within the five year lifespan of the Travel Plan
2. It's shown that the site will generate ### two-way vehicle moments over an 11 hour (weekday 7am to 6pm) period. Therefore, the target is for a reduction of ## two-way vehicle moments over this period
3. This target will be achieved by promoting the use of car sharing, the use of both mini bus inter site transfers together with other sustainable forms travel

10 Measures

10.1 Introduction

- This section details the initiatives that will be implemented in order to encourage employees of GTR to travel by more sustainable modes

10.2 Reducing the need to travel

Home working

- To reduce the need to travel, GTR will where ever possible and practical will facilitate home –working

10.3 Reducing the impact of cars

Travel information

- Each employee will receive a copy of GTRs Travel Policy Commitments together the following:-
 - 1 A Walking and Cycling Map
 - 2 Site specific public transport information, including location of bus stops and railway stations.
 - 3 Travel Plan Coordinators contact details
 - 4 Useful website/contacts/Smartphone apps for public transport, walking, cycling and car sharing schemes
 - 5 Information about rail season ticket purchase schemes

Personalised Travel Planning

- Personalised travel planning is a process where individualist travel marketing and tailor-made information on sustainable travel in their local area is provide, enabling people to walk , cycle, car share and use public transport more often. This would delivered in a web-based form and co-ordinated by the TPC

Car sharing

- Employees will be encouraged to car share with co-worker or by using the West Sussex car share website
<https://liftshare.com/uk/community/westsussexcarshare>
 (or www.westsussexcarshare.com)

10.4 Incentivising Sustainable travel options

- Prior to occupation employees will be encouraged where ever possible to use car sharing and or other forms of sustainable travel to Fontwell. These would be in addition to any Government incentives or those already set up by GTR

Walking and Cycling

- Prior to occupation employees will receive a travel option pack which will include walking and cycling routes
- GTR has an active staff cycling group which promotes the use of cycling for both work and leisure use

Public Transport

- Prior to occupation employees will receive a travel option pack which will include Bus and Rail time tables together with their relevant journey planners

Shuttle Bus

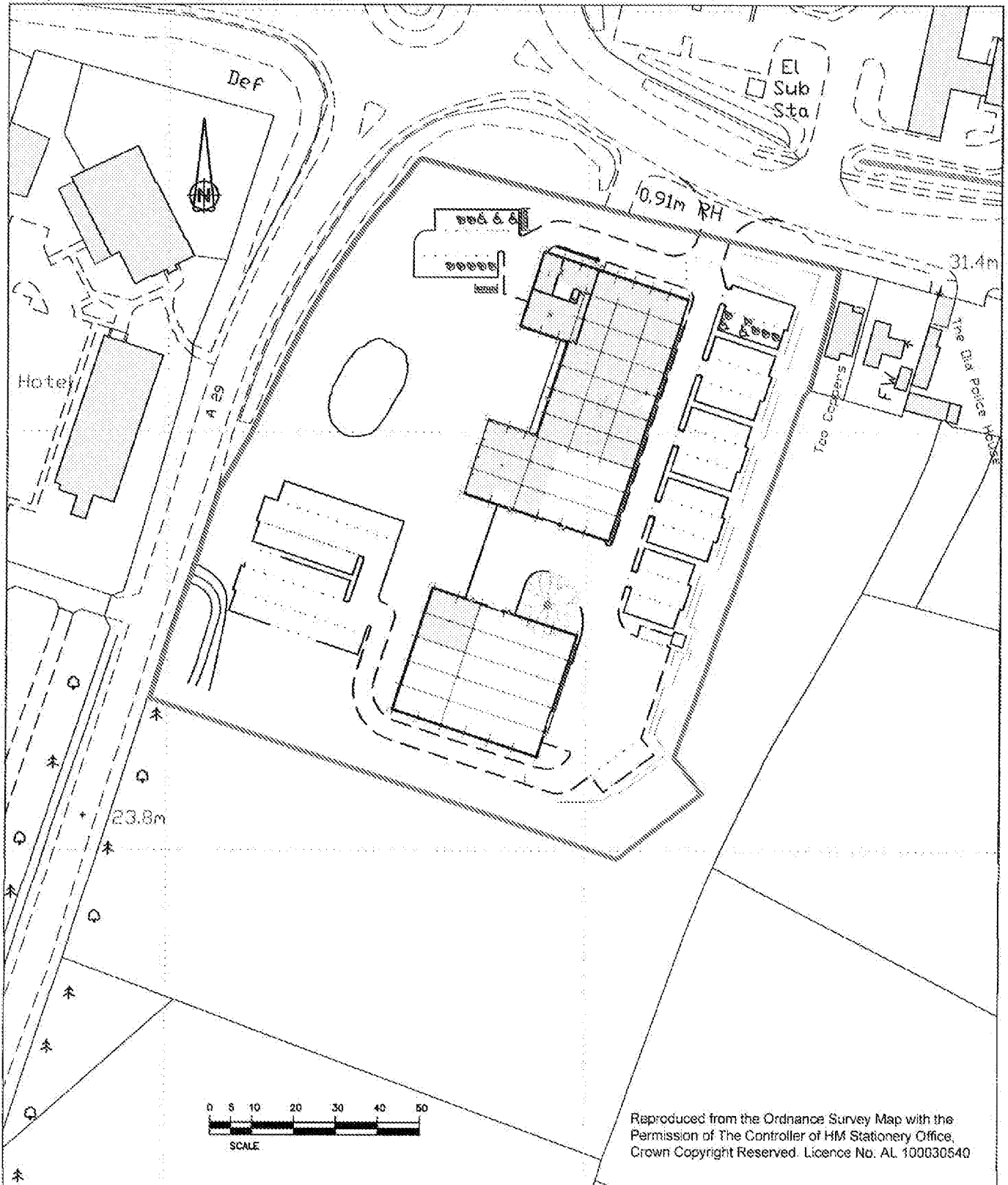
- GTR operate inter-unit transport for employees as and when required

11 Implementation

11.1 This travel plan has been produced in order to satisfy Condition 25 of outline planning application WA/22/15/OUT

11.2 A Travel Plan Co-ordinator (TPC) will be appointed 12 weeks before completion of the unit, and will be responsible for its implementation.

Appendix



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Drawing No. WM/688/125

Drawn S.A.K.

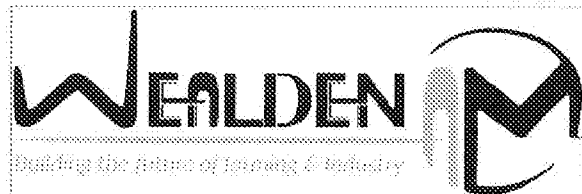
Site Plan

Scale 1 : 1250

Date 23-12-20

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