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Please upload onto Ocella the email below and the revised plans (attached) for **Condition 8** of Discharge of Condition application **Y/131/20/DOC** for Land South of Ford Lane and East of North End Road, Yapton.

- Drawing No. ITB14679-GA-002 Rev H – Public Right of Way Plan
- Drawing No. A855 84 Rev C – Movement Plan

Thanks,

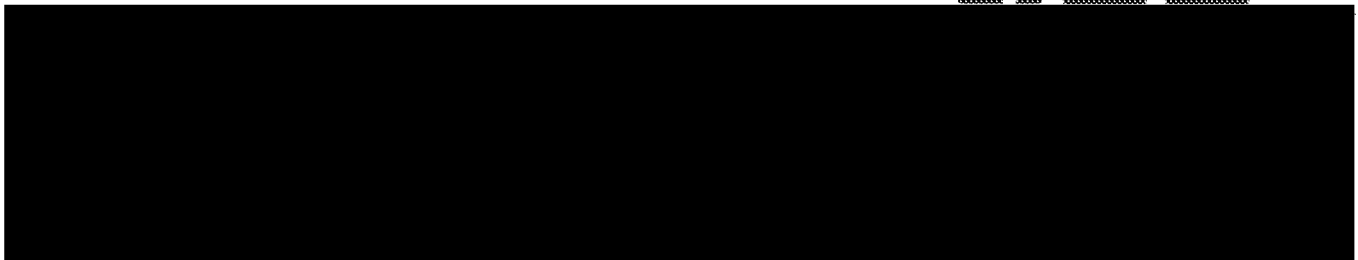
Michael

Michael Eastham
Principal Planning Officer,
Planning Department



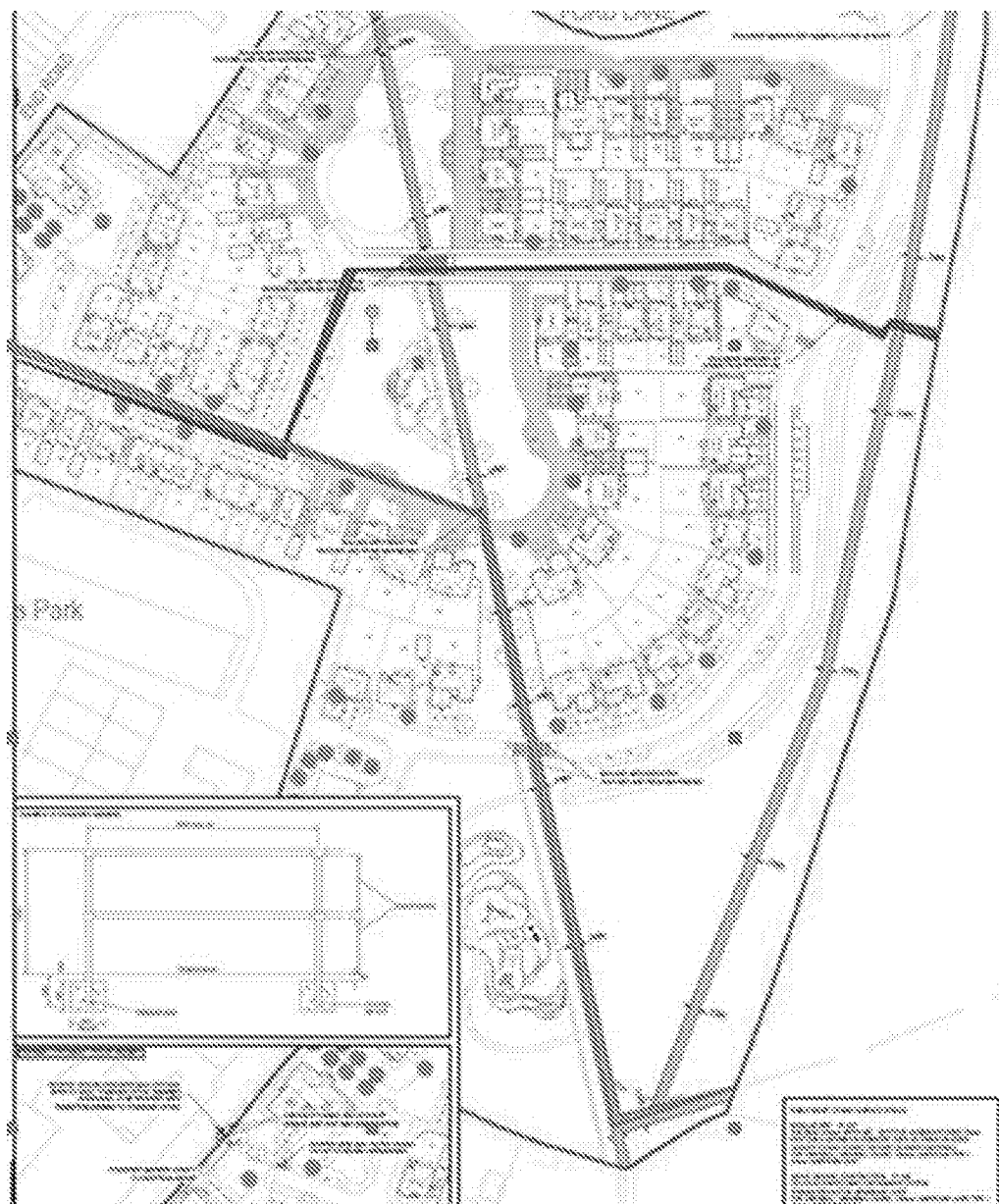
Arun District Council, Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF
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Dear Michael,

Further to our correspondence and your email dated 4th May 2021, we have reviewed the opportunity to provide an alternative alignment for the cycle route through the site. As requested, this is to provide a route to the eastern boundary of the site on the route shown in orange as opposed to the route shown in blue as outlined in the image below:



To accomplish this we have made the following amendments:

- The cycle link that was previously shown on the eastern boundary at a central position has been removed;
- Directional signage for cyclists identified at key locations to bring them onto the route;
- The tactile paving has been replaced with corduroy paving to denote shared use cycle/ped route at appropriate sections along the route; and
- Some additional corduroy has been introduced at the confluence of the PROWs at the south of the state to establish what is pedestrian only and pedestrian/cycle routes.

The amendments are presented on Drawing ITB14679-GA-002 Rev H, & A855 84 Rev C attached.

In accordance with the guidance set out in Local Transport Note 01/20, it is appropriate for cyclists to be accommodated on carriageway as 'mixed traffic' in a low speed, lightly trafficked environment and that protected space for cycling is required on busier and/or faster highways. An extract of the design criteria from LTN 01/20 is shown in the image below. In this instance, the design of the internal layout allows for speeds of 20mph, and traffic flows will be significantly less than 2000vpd – therefore, it is appropriate for these trips to be accommodated on-carriageway.

Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0					
	2000					
	4000					
	6000+					
30 mph	0					
	2000					
	4000					
	6000+					
40 mph	Any					
50+ mph	Any					

-  Provision suitable for most people
-  Provision not suitable for all people and will exclude some potential users and/or have safety concerns
-  Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:

1. If the 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

Therefore, the east-west section of the route between the cycle access onto North End Road and the existing Public Right of Way is to be retained on the carriageway. Creating a shared space cycle route adjacent to the carriageway along this section, with both pedestrians and vehicles emerging from the adjacent properties, would unnecessarily create an opportunity for conflict where the LTN guidance directs such journeys to be accommodated on road. The route then transitions to public rights of way that are currently of a 'Footpath' classification only. It is understood that it will be necessary for the status of these routes to be upgraded to allow for cycling, and that this will need to be subject of a formal dedication order with WSCC (e.g. the use of the Cycle Tracks Act 1984 or creation of a Bridleway through Section 25 of the Highways Act 1980).

The revised arrangement has been issued to the Auditor to provide the opportunity for any additional comment to be made as to whether the proposed arrangements give rise to any safety concerns. The Auditor has confirmed that no further matters have been identified, and confirmation of this is attached.

I trust that the above and attached addresses the request from Arun and that the condition can now be discharged accordingly.

Kind regards,

Tilly

Tilly Whishaw
Planner

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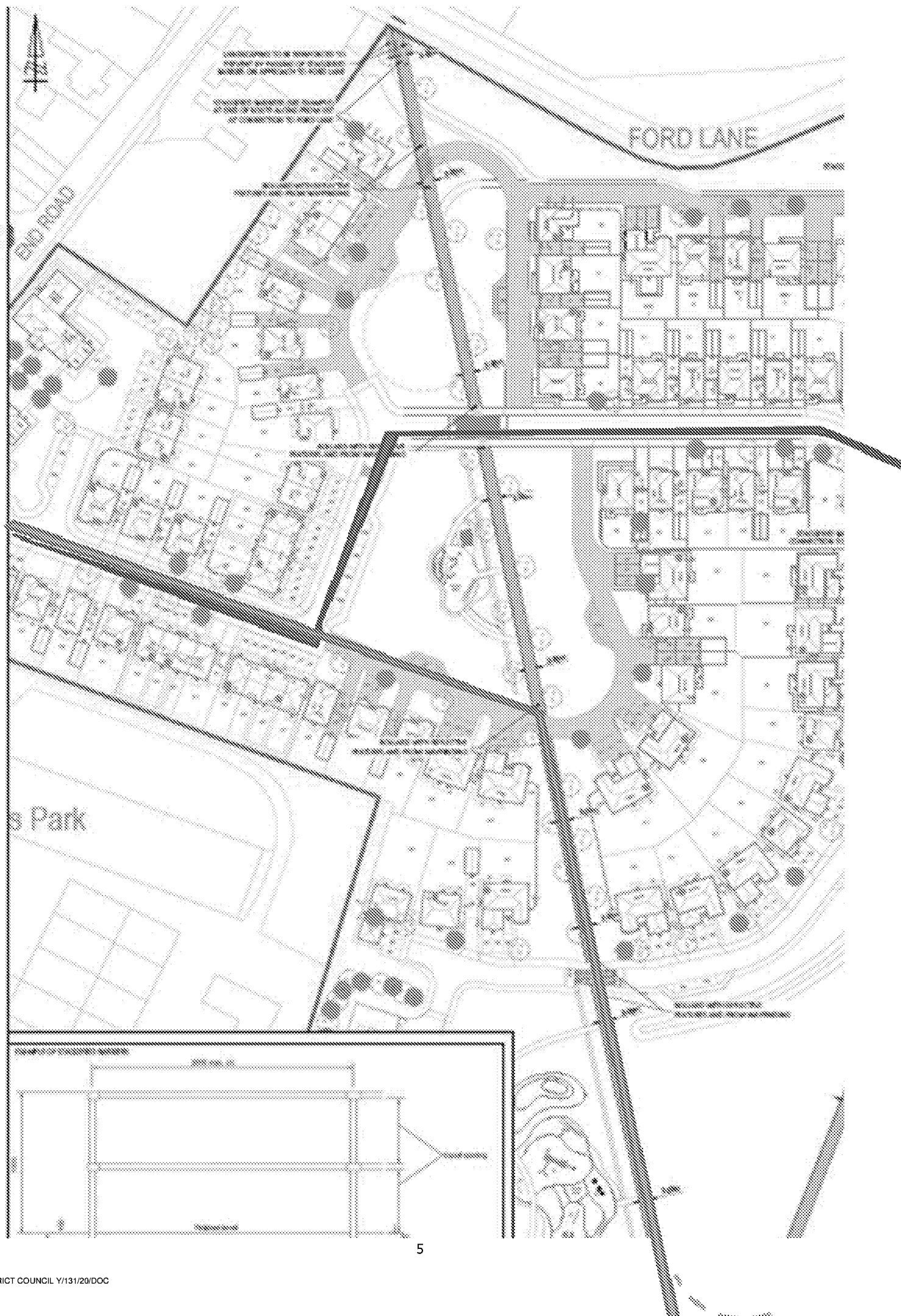


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Hi Tilly,

Further to our telephone conversation, please see the plan of the site below with the blue route which runs east-west through the site and **an alternative orange route** that runs north-south through the site which would be a safer route for cyclists.

Could we discuss the option for the orange route and could you start drafting plans of this alternative route?



Kind regards,

Michael

Michael Eastham
Principal Planning Officer,
Planning Department



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