



8.2 WALKING CYCLING HORSE RIDING ASSESSMENT AND REVIEW (WCHAR)

West Sussex County Council

A29 REALIGNMENT

Walking, Cycling and Horse Riding Assessment and Review - Assessment Report





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- Assessment Report

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1. SCHEME DESCRIPTION AND BACKGROUND

1.1. BACKGROUND

- 1.1.1. WSP has been commissioned by West Sussex County Council to produce a Walking, Cycling and Horse Riding Assessment for the realignment of the A29 near Bognor Regis in West Sussex.
- 1.1.2. The A29 realignment scheme is an important part of delivering WSCC's vision for Arun District, as outlined in the West Sussex Transport Plan. The Coast to Capital Local Enterprise Partnership (LEP) also share this vision in their Strategic Economic Plan.
- 1.1.3. It is understood to be a much-needed major road scheme aimed to support the delivery of the Coast to Capital's Strategic Economic Plan, the West Sussex Transport Plan and the Arun Local Plan by enabling the delivery of new homes, jobs and employment.
- 1.1.4. It is understood that currently, the existing A29 suffers from the following problems during peak periods:
 - Congestion, notably at the Woodgate level crossing and War Memorial junctions;
 - Unreliable journey times, which makes it difficult for road users to predict the time needed for their journeys;
 - Road collisions experienced along the entire A29 route particularly at locations such as the Lidsey Bends; and
 - Poor air quality due to queuing vehicles.
- 1.1.5. The volume of vehicles on the road is expected to rise in the future, due to both a projected future increase in population and the impact of new housing and business developments as allocated in the Arun Local Plan (ALP) which was adopted in 2018. This will mean that existing traffic congestion levels are likely to get worse.
- 1.1.6. The proposed new road alignment (see section 1.2) will support the planned strategic development of the area by unlocking access to land for about 11,400 residential properties and 104,000 sqm of commercial development. It will also enable the local road network to operate more efficiently by alleviating congestion along the existing A29, improving journey time reliability and providing more capacity for economic growth.
- 1.1.7. The ALP has identified that the Barnham, Eastergate and Westergate areas (see Figure 1 below) would require additional infrastructure to support planned local development. The A29 realignment scheme will provide the highway infrastructure needed to mitigate the impacts of planned strategic development of employment land and new homes in the area.
- 1.1.8. The scheme is a highway improvement scheme that will have a permanent impact on the trunk road and local highway networks. The scheme was started before the publication of GG142 in November 2019 and therefore the Design Manual for Roads and Bridges HD 42/17 Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) has been followed. In accordance with HD 42/17 Clause 2.7, the scale of the scheme has been

assessed and, as the proposed scheme consists of new all-purpose road construction, is considered to be a 'large' scheme for the purposes of this assessment.

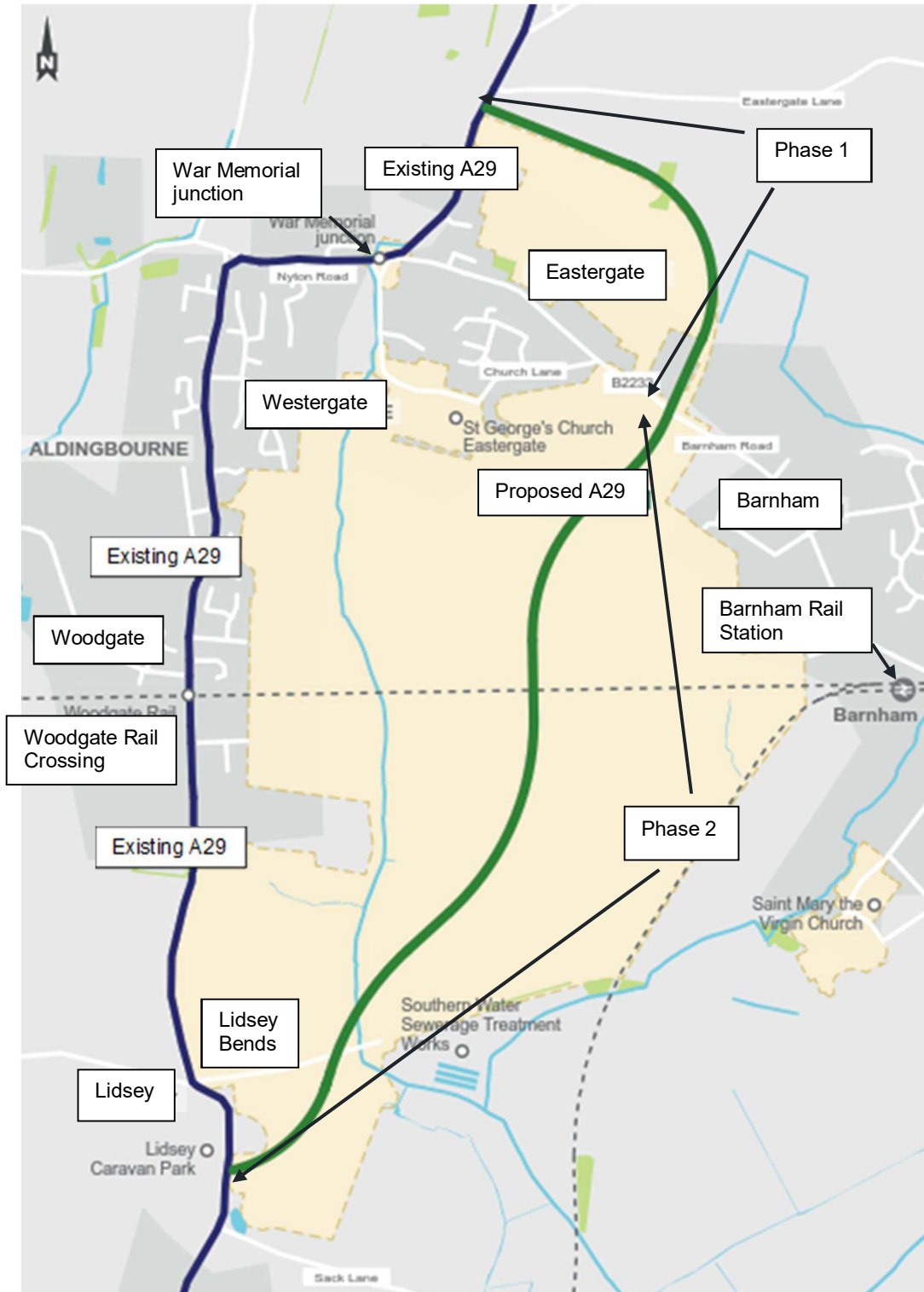
1.2. PROPOSED HIGHWAY SCHEME

1.2.1. The A29 proposed realignment scheme will deliver a new 4.34 km road to the east of Eastergate, Westergate and Woodgate villages.

1.2.2. The new road is planned to start from the existing A29 north of Eastergate to the existing A29 south of Lidsey as shown in Figure 1. More specifically, the scheme includes:

- A new single carriageway road with a 3m wide shared footway / cycleway segregated from the highway by a 5m verge.
- Planting of trees in verges between the carriageway and combined footway / cycleway.
- Construction of a new road bridge over the existing West Coastway railway line with provision for cycling and walking routes parallel to the railway line on both sides.
- Construction of a foot and cycle bridge to support the local school cycling and walking routes.
- Links to Public Rights of Way and provision to support future green infrastructure investment via the Arun Local Plan.
- Provision of pedestrian crossing points at junctions.

Figure 1 Proposed A29 Realignment Scheme



1.2.3. The scheme will be delivered in two phases, this report covers both phases. Phase 1 (North) is the northern section from the A29 south of Eastergate Lane to a new junction with Barnham Road. It will be delivered by West Sussex County Council.

- 1.2.4. Phase 2 (South) is the southern section from Barnham Road to a new junction on the A29 south of Lidsey Bends. The construction of Phase 2 (South) will follow on from Phase 1 (North) and delivery arrangements are being determined through the planning application process for the associated development.

1.3. PURPOSE OF THIS REPORT

- 1.3.1. HD 42/17 sets out the procedures required to implement WCHAR for highway schemes on motorways and all-purpose trunk roads. The purpose of this WCHAR report is to facilitate the inclusion of all walking, cycling and horse-riding modes in the scheme design process enabling the design team to identify opportunities for improved facilities and integration with the local and national network(s) throughout the design process. WCHAR is also intended to provide increased interaction and engagement with key stakeholders to maximise opportunities for walking, cycling and horse-riding.
- 1.3.2. Stakeholder engagement has been an integral and ongoing part of the process of designing and assessing the proposed scheme and so the information gathered from the engagement process for the scheme has been used to inform this WCHAR Assessment but no additional WCHAR specific stakeholder engagement has taken place. In addition, it was agreed with the client that site visits would be of limited benefit due to the time of year and the fact that the site is currently agricultural land. Therefore no WCHAR specific site visits have been undertaken at this stage.
- 1.3.3. The WCHAR reports for this scheme will therefore not be fully in accordance with HD 42/17, it is however still important and desirable to incorporate as much of the process as possible to comply with the spirit of the standard and ensure that the resultant design of the scheme maximises opportunities for walking, cycling and horse-riding.

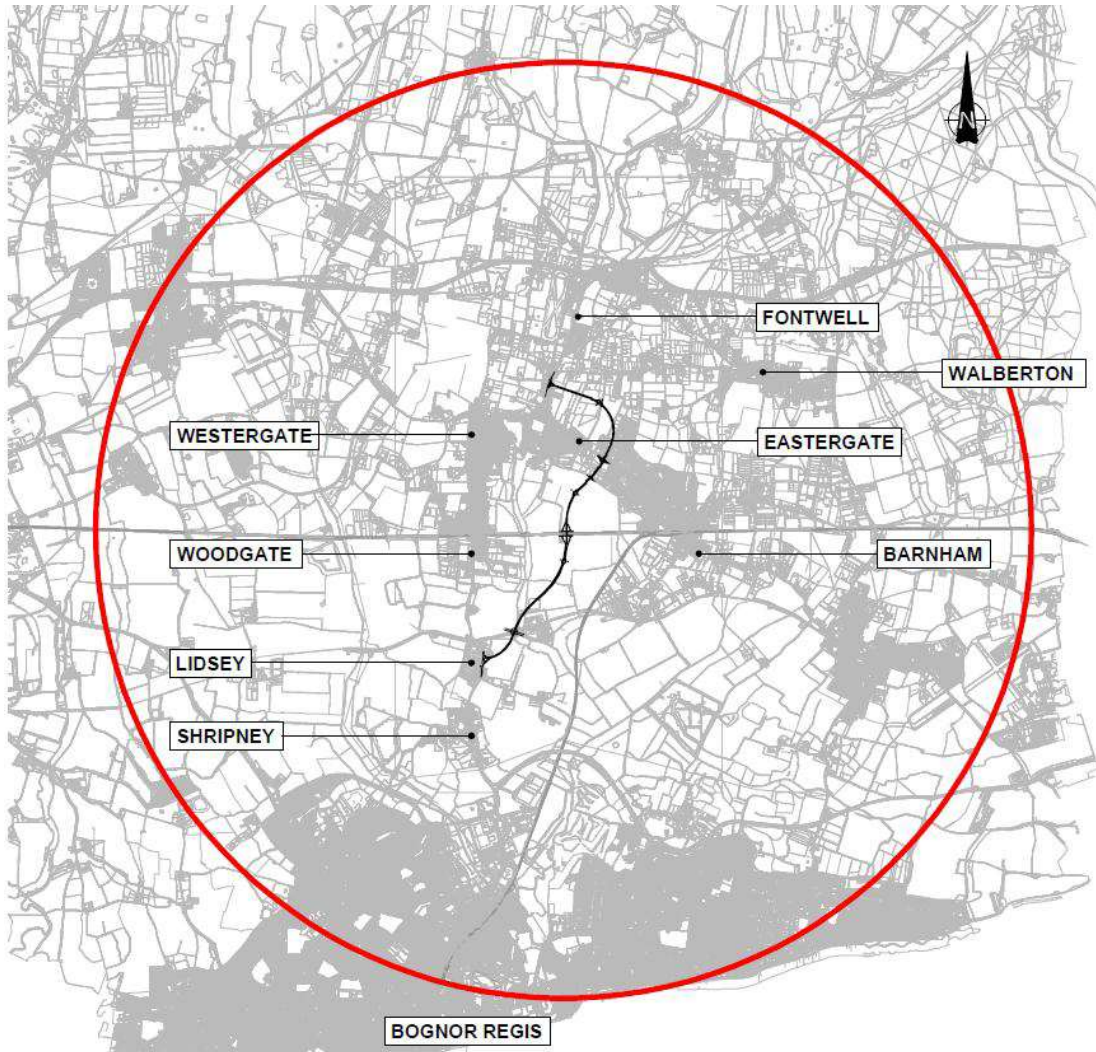
1.4. STRUCTURE OF THE A29 WALKING, CYCLING AND HORSE-RIDING ASSESSMENT AND REVIEW

- 1.4.1. The HD 42/17 WCHAR process made up of two distinct parts. The first part (this report) is an assessment of the current or existing situation (Walking, Cycling and Horse-Riding Assessment); whilst the second part relates to an on-going review of user opportunities throughout the design process (Walking, Cycling and Horse-Riding Review). The process concludes prior to the commencement of construction of the scheme.
- 1.4.2. The completion of the WCHAR process is the responsibility of the design team. It is not an external audit of walking, cycling and horse-riding matters related to the scheme.

1.5. STUDY AREA

- 1.5.1. The study area is a 5km radius from the scheme, Figure 2 shows the study area for this Assessment Report, this is a 5km radius from the proposed new railway bridge which is the approximate centre of the scheme.
- 1.5.2. The plans shown in the Appendices show the whole study area and the figures shown in this report show more detail in close proximity to the proposed scheme.

Figure 2 Study Area



2. WALKING, CYCLING AND HORSE-RIDING ASSESSMENT

2.1. REVIEW OF WALKING, CYCLING AND HORSE-RIDING POLICIES AND STRATEGIES

2.1.1. Walking, cycling and horse-riding policies and strategies should be used to help inform the identification of opportunities for improvement of walking, cycling and horse-riding facilities, The following documents have been reviewed as part of the assessment process:

- National Cycling and Walking Investment Strategy, 2017
- West Sussex Transport Plan 2011-2026
- West Sussex Walking and Cycling Strategy 2016-2026
- Arun District Local Plan 2011-2031
- West Sussex Rights of Way Management Plan 2018-2018

National Cycling and Walking Investment Strategy, 2017

2.1.2. The Department for Transport (DfT) published their National Cycling and Walking Investment Strategy (CWIS) in April 2017. The strategy states that the Government's ambition for England is to *"make cycling and walking the natural choices for shorter journeys or as part of a longer journey."* As part of this ambition, the DfT wants *"more people to have access to safe, attractive routes for cycling and walking by 2040."*

2.1.3. The strategy recognises that it will take sustained investment in cycling and walking infrastructure to realise this ambition which in turn will require a change in attitudes amongst central Government; local bodies, businesses, communities and individuals.

2.1.4. It will also require a change in attitude, as walking and cycling need to be seen as transport modes in their own right and an integral part of the transport network.

2.1.5. The strategy aims to double cycling activity by 2025 and reduce the rate of cyclists killed or seriously injured on English roads each year. It also aims to increase walking activity, including increasing the percentage of children aged 5 to 10 that usually walk to school.

2.1.6. The National CWIS states by 2040 the ambition is to deliver:

- Better Safety – By providing streets where cyclists and walkers feel like they belong, and are safe; better connected communities, safer traffic speeds and cycle training for all children.
- Better Mobility – By providing more high-quality cycling facilities, rural roads which provide improved safety for walking and cycling, more networks of routes around public transport hubs and town centres, with safe paths along busy roads, better links to schools and workplaces, better integrated routes for those with disabilities or health conditions.
- Better Streets - places designed for people of all abilities and ages so they can choose to walk or cycle with ease, better planning for walking and cycling, a wider green network of paths, routes and open spaces.

West Sussex Transport Plan (LTP) 2011-2026

- 2.1.7. This Plan sets out the approach to managing, maintaining and investing in transport. It covers all modes of transport and recognises the needs of walkers, cyclists and equestrians. The main objective of the LTP is to improve the quality of life for the people of West Sussex by:
- promoting economic growth,
 - tackling climate change,
 - providing access to services,
 - employment and housing,
 - improving safety, security and health.
- 2.1.8. The West Sussex Transport Plan 2011-2026 (WSTP) states that transport issues are a deterrent to visitors and businesses locating in Arun District. Bognor Regis currently suffers from relatively poor connectivity by road and rail which has discouraged businesses from investing and has contributed to poor economic performance relative to the rest of West Sussex and the wider region. The aims for Arun include exploring opportunities through new development to improve access along the A29, including the potential to provide a bridge over the railway line avoiding the Woodgate level crossing.
- 2.1.9. The Transport Plans aims for Arun include:
- Maintaining roads and public rights of way to a good standard,
 - 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 within close proximity to public transport,
 - Developing opportunities through new development that will improve the access along the A29, including the potential to bridge the railway level crossing at Woodgate.
 - Encouraging sustainable travel by improving the existing cycle and pedestrian network through improved signing, connecting routes where appropriate and repairing and maintaining surfaces.
 - Developing and implementing schemes which contribute to the completion of the Bognor Regis and Littlehampton cycle networks, particularly maximising opportunities for seafront cycle routes and enhancing routes which will be of particular interest to tourists.
 - Improving pedestrian accessibility throughout the District by enhancing existing pedestrian crossings, and providing new pedestrian crossing facilities at identified key locations.
 - Promoting sustainable transport choices through projects such as Safer Routes to School.
 - Supporting opportunities which will improve and protect the rights of way network throughout the District.

West Sussex Walking and Cycling Strategy 2016-2026

- 2.1.10. The West Sussex Walking and Cycling Strategy sets out the aims and objectives for walking and cycling and to determine the Council's priorities for funding, reflecting the overall walking and cycling aspirations of the Council.
- 2.1.11. The strategy provides guidance in support of prioritising walking and cycling infrastructure in new development and provides the framework through which local interest and community groups can make suggestions for the development of walking and cycling improvements and support those seeking funding for specific projects.
- 2.1.12. The objectives of this walking and cycling strategy are:
1. To ensure that cycling and walking are recognised as important travel modes and therefore part of the transport mix,
 2. To make cycling and walking the natural choice for shorter journeys (such as journeys to school), or as part of a longer journey,
 3. To reduce the number of cyclists and pedestrians that are killed or seriously injured on our roads,
 4. To support economic development by facilitating travel to work and services without a car,
 5. To reduce congestion and pollution by encouraging and enabling people to travel without a car,
 6. To increase levels of physical activity to help to improve physical health,
 7. To help to maintain good mental health and staying independent later in life,
 8. To increase the vitality of communities by improving access by bicycle and on foot,
 9. To help people to access rural areas and enjoy walking and cycling.

Arun District Local Plan 2011-2031

- 2.1.13. The adopted Arun Local Plan 2011-2031 (ALP) identifies Bognor Regis as a strategic location where new development is expected to help deliver much needed regeneration during the lifetime of the Plan. The ALP also allocates land at Barnham, Eastergate and Westergate (BEW) for strategic housing and commercial development and associated community infrastructure.
- 2.1.14. The Local Plan states that it is important to develop clear cycling routes between the coast and the South Downs National Park.
- 2.1.15. Policy T DM1 (Sustainable Travel and Public Rights of Way) states that 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.
- 2.1.16. Policy T DM1 also states that proposals for 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;
- 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.

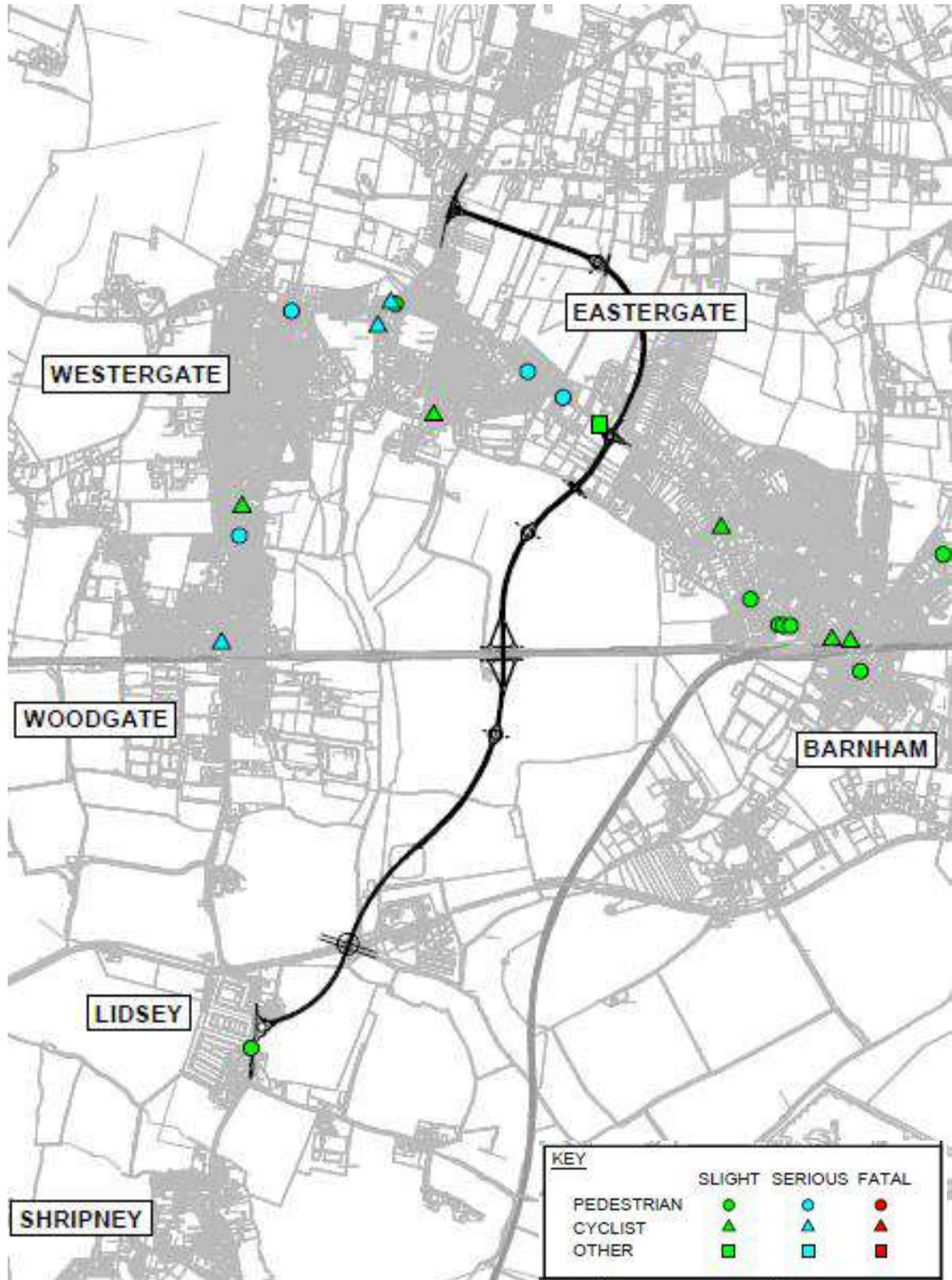
West Sussex Rights of Way Management Plan 2018-2018

- 2.1.17. The West Sussex Rights of Way Management Plan sets out the Councils Vision and Objectives and outlines the actions they will need to focus on during the next ten years.
- 2.1.18. The Councils vision for Public Rights of Way (PRoW) in West Sussex is “To enable people to enjoy the countryside on foot, by horse and by bicycle, for health, recreation and to access services, while recognising the need to balance this with the interests of those who live and work in the countryside and the management of special landscapes.
- 2.1.19. Working in partnership with volunteers and key organisations, the objectives of the plan are to:
 - 1. Manage the existing PRoW network efficiently and maintain to an appropriate standard for use.
 - 2. Improve path links to provide circular routes and links between communities.
 - 3. Improve the PRoW network to create safe routes for both leisure and utility journeys, by minimising the need to use and cross busy roads.
 - 4. Provide a PRoW network that enables appropriate access with minimal barriers for as many people as possible.
 - 5. Promote countryside access to all sections of the community enabling people to confidently and responsibly use and enjoy the countryside.
 - 6. Support the rural economy.
 - 7. Support health and wellbeing.

2.2. PERSONAL INJURY COLLISION DATA

- 2.2.1. Personal Injury Collision (PIC) information for the study area has been obtained for the 5-year period from 30th September 2012 to 30th September 2017. 'Damage only' collisions have not been included as they are not consistently reported to the Police and therefore could be misleading or possibly biased.
- 2.2.2. A total of 93 PICs were recorded within the study area during the 5-year period, two were fatal, 17 were serious and 74 were slight in severity. The locations of these collisions are shown in Appendix A.
- 2.2.3. Figure 3 shows the 21 PICs within the study area which involved non-motorised users. Four serious and six slight PICs involved pedestrians, three serious and seven slight PICs involved cyclists and one slight PIC involved a mobility scooter.
- 2.2.4. The majority of these PICs would not be affected by the proposed scheme. Two which occurred close to the proposed scheme were:
- A slight collision where there was a line of slow moving traffic behind a mobility scooter on the B2233. A car indicated to turn right into a private entrance and a motorcycle pulled out to overtake the line of traffic and impacted with the rear of the right turning vehicle.
 - A slight collision on the A29 outside the Lidsey caravan park where a pedestrian walking in the carriageway was clipped by the wing mirror of a vehicle travelling in the same direction.

Figure 3 Pedestrian and Cyclist PICs



2.3. PUBLIC TRANSPORT SERVICES

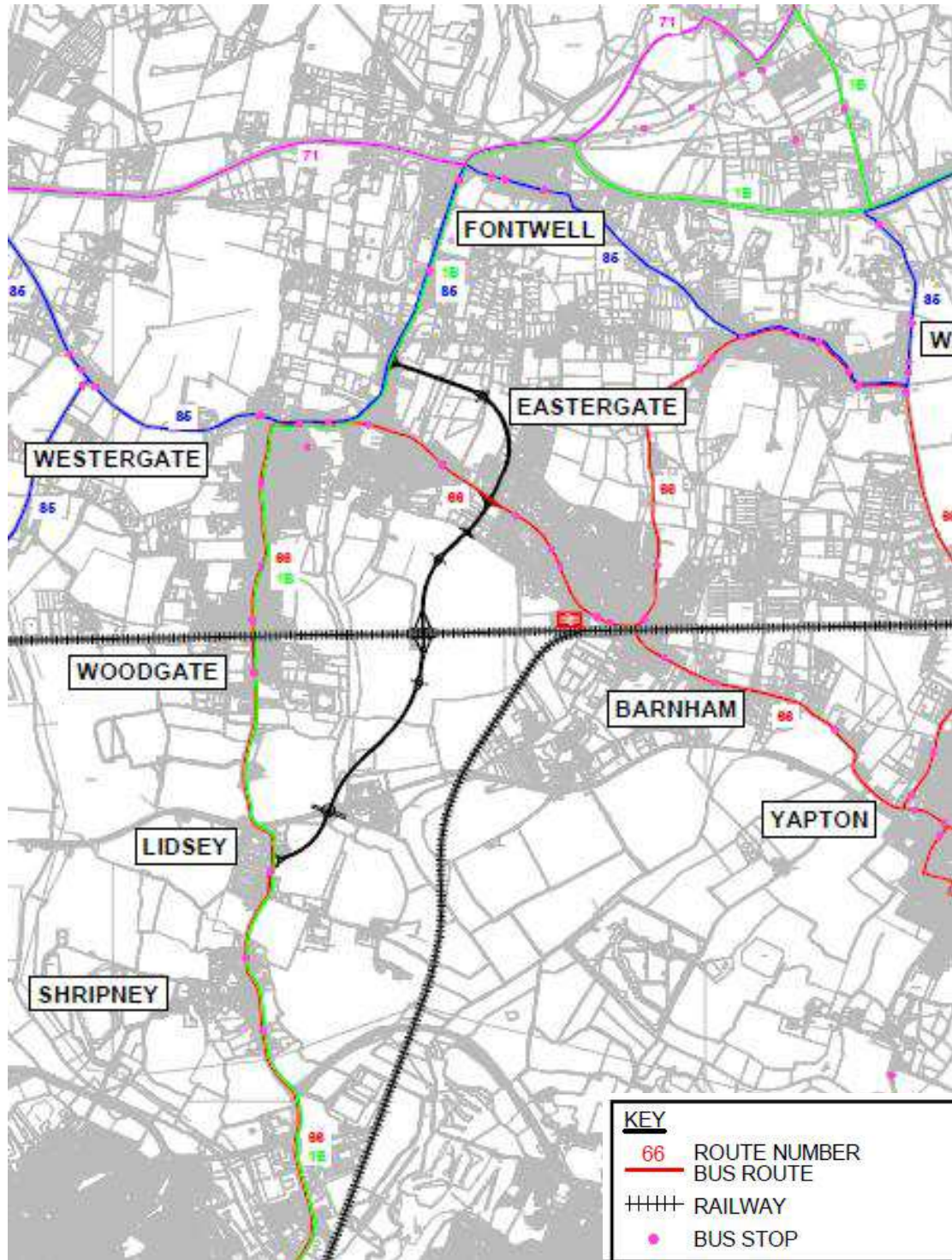
Rail

- 2.3.1. Barnham Railway Station is the only train station within the 5km study area. It is situated on the east-west running West Coastway railway line approximately 800m south of the Scheme. Services to the station are operated by Southern Rail (London to Portsmouth) and GWR (Brighton to Southampton). The wider public Transport services in the study area are shown in Appendix B and those more local to the scheme are in Figure 4.

Bus

- 2.3.2. One local bus service operates on the B2233 Barnham Road that would be crossed by the route of the proposed A29 realignment scheme.
- Compass Travel - 66 (Bognor Regis – Yapton – Bognor Regis) 6 services a day (3 clockwise and 3 anti-clockwise)
- 2.3.3. Other local bus services in the area are:
- Compass Travel - 71 (Storrington – Chichester) one services a day (Wednesdays only)
 - Compass Travel – 85 (Arundel – Westergate – Chichester) 6 services a day
 - Stagecoach – 665 (Westergate – Eastergate – Littlehampton) one service a day
- 2.3.4. There are no other major public transport services that operate within the study area.

Figure 4 Public Transport

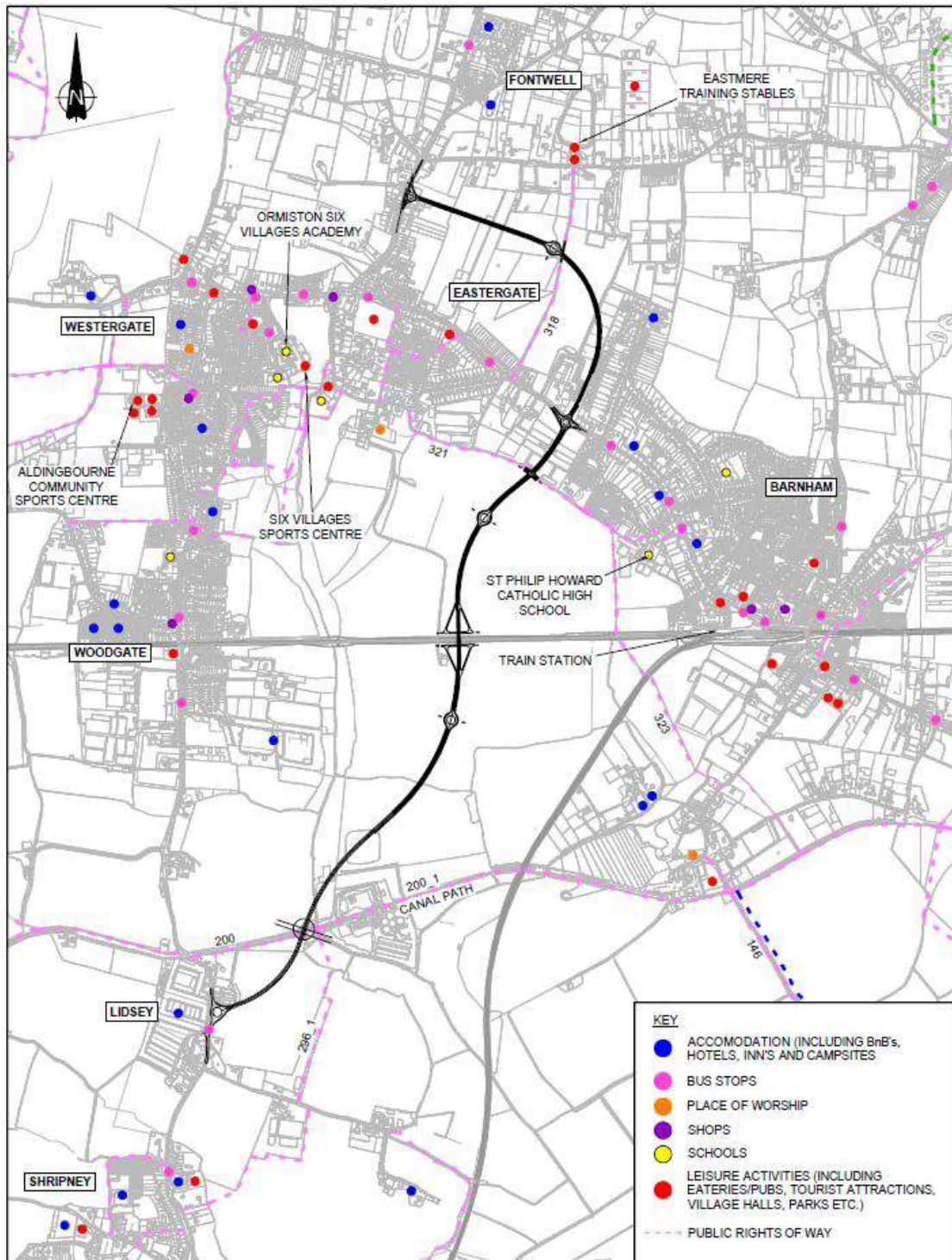


2.4. WALKING, CYCLING AND HORSE-RIDING TRIP GENERATORS

Existing Key Trip generators and local amenities

- 2.4.1. There are a variety of trip generators within the study area that could be attractive to pedestrians, cyclists or horse riders, these are shown in Appendix C, those in the immediate area are shown in Figure 5.

Figure 5 Trip Generators



2.4.2. Approximately 3km (1.9miles) to the south of the scheme is the seaside resort of Bognor Regis and the south coast, and approximately 1.6km (1mile) to the north of the scheme is the boundary to the South Downs National Park.

Table 1 – Community and Recreational Facilities within 5km of the Scheme

Community/recreational facilities	Comments	Location
Ormiston Six Villages Academy	Secondary School 11-16 years old	Westergate
St Philip Howard Catholic High School	Secondary School and Sixth Form 11-18 years old	Barnham
Slindon College	Boarding School 8-18 years old	Slindon
Felpham Community College	Secondary School and Sixth Form 11-18 years old	Bognor Regis
Fontwell Park	Horse racing and events venue hosting multiple events each month	Fontwell
Eastmere Training Stables		Eastergate
Six Villages Sports Centre	Sports centre including indoor and outdoor facilities	Westergate
Aldingbourne Community Sports Centre	Community centre including play park, tennis courts and football pitches	Westergate
Avisford Park Golf Course	18-hole golf course	Walberton
Avisford Park Hotel and Country Club		Walberton

Potential Future Trip Generators

- 2.4.3. The Arun Local Plan 2011-2031 identifies a number of ‘Strategic Allocations’ which are areas of land (sites) that have been identified to provide residential and commercial development to meet local housing and employment needs throughout the plan period (2011-2031).
- 2.4.4. The Barnham, Eastergate, Westergate (BEW) sites will collectively provide at least 2,300 dwellings over the Local Plan period and up to 3,000 in total. A Community Hub will include a new, well connected local centre, with connections to Barnham Train Station, supporting and respecting the relationship with existing facilities within the Six Villages Area. Financial contributions will provide new retail, commercial and community facilities, together with a new Tier 7 library and healthcare to serve BEW and Fontwell.
- 2.4.5. A new A29 route will provide linkages between the A27 to the north and the A259 to the south with a new bridge over the railway to the east of the current Woodgate crossing.

Provision of an East-West route north of the railway line will join the existing and new A29 route and continue eastwards towards Barnham railway station, providing maximised access for all modes of transport, with additional car parking to serve facilities in Barnham’s centre, regular Bus services linking BEW with Bognor Regis, local facilities and employment and creation of a Westergate Link Cycle Scheme in addition to further cycle routes to/from Bognor Regis and linkages.

- 2.4.6. A new two-form entry primary school, a new one-form (expandable to two-form) entry primary school and nursery places will be provided, together with two new sports pitches and changing facilities. Planned new employment provision will also be incorporated into the development.

2.5. CONSULTATION

- 2.5.1. No specific additional WCHAR consultation has been undertaken for the production of this report, however a public consultation was held over a period of more than 8 weeks from 26 February to 26 April 2019 and the consultation responses received raised a number of non-motorised user related matters.

- 2.5.2. The following comments which are directly applicable to this WCHAR Report included:

Theme	No. of responses	% of respondents	Example / Typical Comments
Suggestion for more footway / cycleway provision	6	2%	“Cycle and footpaths are needed on both sides of the road as the existing, new and commuting population will need these routes.”
Better link proposed NMU routes with existing network	5	1%	“Where the realigned A29 hits the old A29 and there are no safe public rights of way, pavements. People will have to use the existing road.”
Suggestion for segregated cycle lanes / footways	4	1%	“If this road has to be built, please ensure that a separate footpath and cycle path is built along the whole length of it.”
Suggestion to link the footways / cycleways	4	1%	“Cycle lanes / paths could join the existing A259 infrastructure.”
Suggestion to improve non-motorised user provision	5	17%	“Protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks”

Theme	No. of responses	% of respondents	Example / Typical Comments
General suggestion about cycle paths	2	7%	"Cycle paths should be built with sealed surfaces and separate from pavements."
Suggestion for segregated cycle lanes and footways	2	7%	"The pedestrian and cycle bridge should have separate demarcation/facilities for people walking and cycling and should be at least 5m wide (wall to wall) to allow a 4m clear path through, preferably wider if it is likely to have high flows of pedestrians."

2.5.3. In addition, detailed comments were received from the British Horse Society, the Arun District Bridleways Group and West Sussex Local Access Forum, these included:

- Upgrade FP 318 to a bridleway and provide an underpass where the new A29 crosses FP 318.
- Consider a Pegasus crossing for NMUs from FP 318 over the B2233 to Church Lane, Eastergate.
- Safe exit of all NMUs from scheme area at southern end into the wider network.
- Upgrade the Canal Path (FP 200/ FP 200-1) especially for equestrians for east/ west connectivity.
- A north south route through the development for equestrians avoiding roundabouts or the shared footway/ cycleway should be enlarged to also cater for horses

2.6. EXISTING WALKING, CYCLIST AND HORSE-RIDING FACILITIES WITHIN THE LOCAL AREA

2.6.1. Pedestrian, cyclist and horse-riding facilities within the study area have been identified as follows.

Pedestrian Facilities

2.6.2. West Sussex County Councils PRow interactive map has been used to identify any PRowS in the study area, these shown in Appendix D.

2.6.3. The following footpaths would be crossed by the proposed scheme:

- FP 318 (north to south from Eastergate Lane to the B2233 Barnham Road)
- FP 321 (north west to south east from Church Lane to B2233 Barnham Road)
- FP 200.1 (west to east from A29 Lidsey Road to Yapton)
- FP 296.1 (north to south from FP 200.1 at the Lidsey water treatment works to Sack Lane)

2.6.4. In Fontwell at the northern end of the proposed scheme where it would join the existing A29 there is a narrow footway on the eastern side of the road.

- 2.6.5. In Lidsey at the southern end of the proposed route where it would tie back into the A29 there are no footways along the A29.
- 2.6.6. At the location where the proposed scheme would cross the B2233 Barnham there is a footway on the southern side of the road.

Cyclist Facilities

- 2.6.7. There is a permissive cycle path that follows the route of Footpath No 146 between the A259 at Flansham and Barnham.

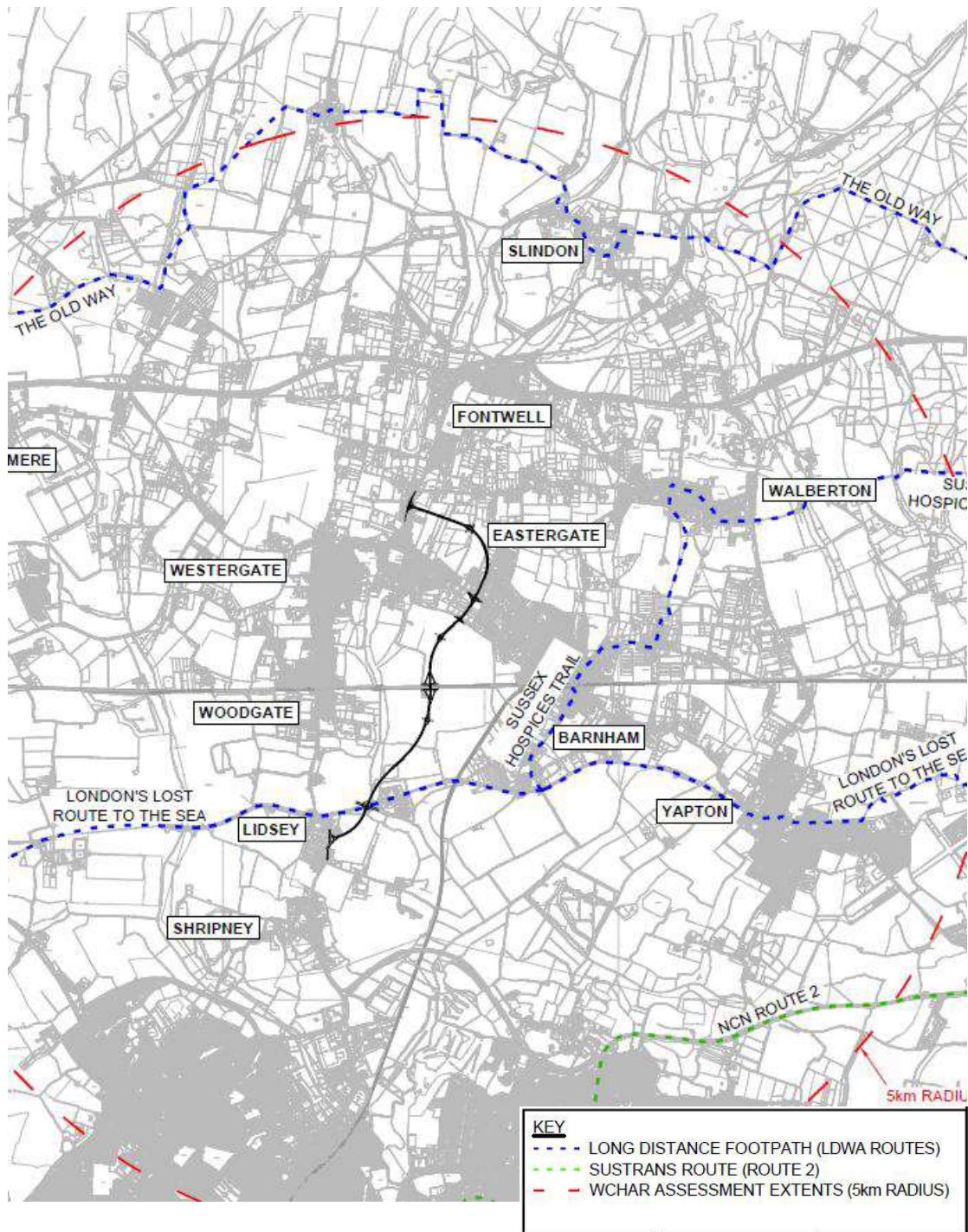
Horse-Riding Facilities

- 2.6.8. There are no bridleways south of the scheme. To the north of the scheme the villages of Fontwell and Walberton have bridleways leading on to the South Downs National Park.

2.7. EXISTING WALKING, CYCLIST AND HORSE-RIDING FACILITIES BEYOND SCHEME EXTENTS AND LINKS TO COUNTY / STRATEGIC NETWORKS

- 2.7.1. Figure 6 and Appendix E show the long-distance footpaths and cycle routes.

Figure 6 Long distance footpaths and cycle routes



Pedestrian Facilities

2.7.2. There are three long distance walking routes which pass through the study area:

- The Old Way - a 250 mile long medieval pilgrimage route, linking Southampton to Canterbury, passes north of Fontwell.

- Sussex Hospices Trail – a circular route around East and West Sussex covering some 200 miles. It is divided into 26 parts, with a public transport point at the start and end of each part, for walkers to complete as little or as much they choose and in any time frame that they wish. The section in this study area passes through Barnham and Walberton.
- London’s Lost Route to the Sea – a route from the City of London to Portsmouth following the canals and Rivers. The section in this study area passes through Yapton and Lidsey following the Chichester and Arundel Canal.

Cyclist Facilities

- 2.7.3. National Cycle Network (NCN) Route 2 is approximately 4.3km south-east of the Scheme. When complete this route will link Dover in Kent to St. Austell in Cornwall.

Horse-Riding Facilities

- 2.7.4. The South Downs is a popular place for horse-riding. There are 1200km of bridleways spreading through the National Park for riders to enjoy including the 160km long South Downs Way.

2.8. PEDESTRIAN, CYCLIST AND EQUESTRIAN SURVEY DATA

- 2.8.1. The junction counts that have been undertaken included cyclists, however no specific pedestrians or horse riders and no off road users (for example on the footpaths) have been counted.
- 2.8.2. If it is decided that this would be necessary then pedestrian, cyclist and horse-riding counts should be undertaken at a time of year when they are likely to be being used.

3. USER OPPORTUNITIES

- 3.1.1. The opportunities highlighted below are considered to be relevant to the A29 realignment highway scheme and should be considered throughout the progression of the scheme design in addition to any further opportunities that may arise through the ongoing development of the design phases.

Opportunity 1

- 3.1.2. Provide a combined cycleway / footway green corridor that can also be used by horse-riders for the entire length of the A29 realignment to aid movement between the coast and the South Downs National Park.

Opportunity 2

- 3.1.3. Ensure that any bridge to cross the existing West Coastway railway line is suitable and usable by pedestrians, cyclists and horse riders i.e. any footway/cycleway or bridleway will need to tie into suitable infrastructure on either side of the bridge and the bridge itself will need to be wide enough with sufficient parapet height for all users.

Opportunity 3

- 3.1.4. Provision for cycling, walking and horse-riding routes parallel to the railway line on both sides would support the developments and east-west movements.

Opportunity 4

- 3.1.5. Provide a traffic-free connection between eastern and western development areas underneath the A29 embankment.

Opportunity 5

- 3.1.6. Construction of a footbridge where the proposed scheme crosses FP 321 would support the local school cycling and walking routes to St. Philip Howard Catholic High School and Ormiston Six Villages Academy.

Opportunity 7

- 3.1.7. Provide traffic free connections to Barnham train station.

Opportunity 8

- 3.1.8. Arun District Bridleways have suggested upgrading FP 318 to a bridleway and to provide an underpass where the new A29 crosses FP 318.

Opportunity 9

- 3.1.9. Consider a Pegasus crossing for pedestrians, cyclists and horse riders from FP 318 over the B2233 to Church Lane, Eastergate.

Opportunity 10

- 3.1.10. Ensure that where the scheme joins the wider network, the facilities are consistent and safe for pedestrians, cyclists and horse riders.



Opportunity 11

- 3.1.11. Consider upgrading the Canal Path (FP 200/ FP 200-1) to make it suitable for all users, especially for equestrians for east/ west connectivity.

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

- 4.1.1. As Lead Assessor, I confirm that this Walking, Cycling and Horse-Riding Assessment Report has been compiled in accordance with DMRB HD 42/17 (with previously stated and explained omissions) 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

Rebecca Liggins BEng CEng MCIHT
Senior Engineer
WSP

Signed: Liggins, Rebecca
(LigginsR)
Date: 10 December 2019

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(LigginsR)
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Walking, Cycling and Horse-Riding Assessor

Oscar Greenhalgh
Technician
WSP

Signed: *O.Greenhalgh*
Date: 10 December 2019

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- 4.1.2. As design team leader I confirm that the assessment has been undertaken at the appropriate stage of scheme development and that the wider team has been involved in the process.
- 4.1.3. 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 HD 42/17.

Design Team Leader

Jo North
Project Manager
WSP

Signed: North, Jo
(UKJFN001)
Date: 10 December 2019

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APPENDICES

APPENDIX TITLE

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