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FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD CIRCULAR TECHNOLOGY PARK WALKING, CYCLING & HORSE-RIDING ASSESSMENT REPORT

FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD CIRCULAR TECHNOLOGY PARK WALKING, CYCLING & HORSE-RIDING ASSESSMENT REPORT

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Existing Local Amenities

1. SCHEME DESCRIPTION AND BACKGROUND

1.1 Background

Ford Energy Recovery Facility (ERF) and Waste Sorting and Transfer Facility (WSTF), Ford Circular Technology Park (CTP); (therein referred to as the 'Ford ERF and WSTF'). The Ford ERF and WSTF is proposed by Grundon Waste Management Limited (Grundon), Viridor Energy Limited (Viridor) and Ford Energy from Waste Limited (Ford EfW); (therein referred to as 'the applicants').

The applicants are proposing to build a conventional energy recovery facility (ERF) at the site. Grundon, the sole owner/ operator of the existing waste transfer station (WTS), is proposing to continue this operation in a new, purpose-built waste sorting and transfer facility (WSTF) on site. A full planning application, including the ERF and WSTF and ancillary uses, will be submitted. As part of this, Ramboll UK Limited (Ramboll) was appointed by the applicants to prepare this Walking Cycling and Horse-riding Assessment Report (WCHAR).

The WCHAR has been undertaken for the access road junction to the proposed development at Ford Circular Technology Park (CTP) off Ford Road in Ford, Arun, West Sussex.

In accordance with Design Manual for Roads and Bridges: GG 142 Revision 0¹, the scale of the scheme has been assessed (by the Lead Assessor) and is considered to qualify as a 'small scheme' for the purposes of this assessment, therefore, the scheme will be subject to a WCHAR assessment.

The purpose of the WCHAR Assessment is to facilitate the inclusion of all walking, cycling and horse-riding modes in the scheme development process from the earliest stage, enabling opportunities for improved facilities and their integration with the local and national networks. The aims of the WCHAR Assessment are to:

- Gain an appropriate understanding of all the existing facilities for pedestrians, cyclists and equestrians in the local area;
- Provide background information that can be referred to throughout the development of the scheme; and
- Identify opportunities for improvement for users.

The WCHAR Assessment contains the following elements:

- Definition of the study area;
- A review of walking, cycling and horse-riding policies and strategies;
- Multi-modal transport service and interchange information;
- Personal injury collision data;
- Key trip generators and local amenities;
- Existing walking, cycling and horse-riding network facilities within the study area; and
- Existing walking, cycling and horse-riding network facilities at a strategic level.

In addition to this WCHAR, Ramboll have also produced a Transport Assessment (TA) in support of the planning application (Ref 1620007830-001-RAM-XX-XX-RP-YE-10001). The TA should be read in conjunction with this WCHAR.

¹ <https://www.standardsforhighways.co.uk/dmrb/search?volume=5&q=gg%20142&pageNumber=1>

1.2 Proposed Scheme

The proposed development site will continue to be accessed from the Southern Link Road (SLR) as part of the site access road off Ford Road. All access and egress to/from the site will be via this route to/from Ford Road.

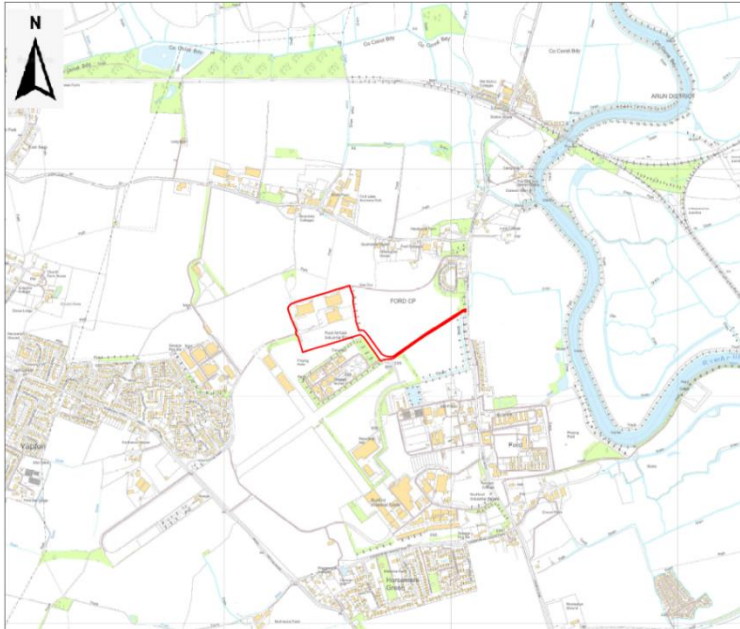


Figure 1.1: Site Location Plan

Source: Map Data @2020

As can be seen in Figure 1.2, the access is a ghost island priority junction and appears to have been constructed with compound curve radii, as is typical of junctions with a high proportion of HGV movements. The junction has good visibility in either direction along Ford Road.



Figure 1.2: Access Junction with Ford Road

Source: Map Data @2020

1.3 Study Area

The WCHAR study area is defined by the guidance as being 1 km radius for a small scheme. Within the study area, the key point of connection with the public highway is the junction between the site access road and Ford Road. At the site access road on Ford Road, the key desire line routes have

been established and are limited to pedestrians and cyclists travelling north to south on Ford Road. No desire line routes for horse riders have been established, as no equestrian facilities have been identified within the study area. The study area of this WCHAR report is presented in Figure 1.3 (shown in more detail in Appendix 1).

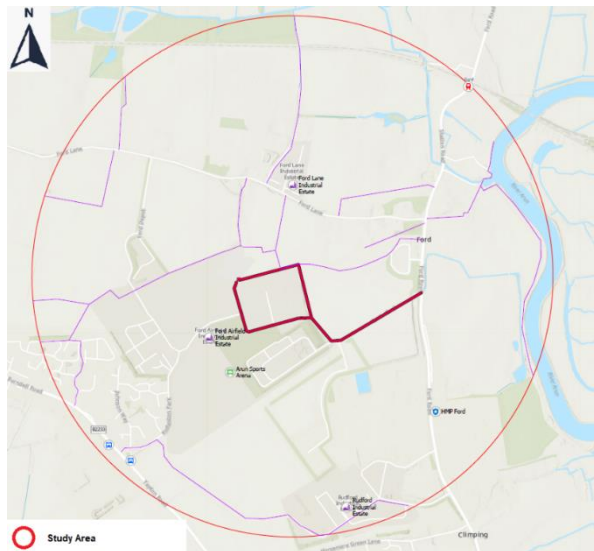


Figure 1.3: Study Area

Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodastyrrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS

1.4 Limitations

This report has been prepared for the applicants and shall not be relied upon by any third party unless that party has been granted a contractual right to rely on this report for the purpose for which it was prepared. The findings and opinions in the report are based upon information derived from a variety of information sources. Ramboll believe these information sources to be reliable.

This report has been prepared on the basis of the proposed end land use defined by the applicants. If this proposed end land use is altered or changed then it will be necessary to review the findings of this report.

It should be noted that some of the aspects considered in this study are subject to change with time. Therefore, if the development is delayed or postponed for a significant period then it should be reviewed to confirm that no changes have taken place, either at the application site or within relevant legislation.

2. WALKING, CYCLING AND HORSE-RIDING ASSESSMENT

This chapter summarises the findings of the assessment. The findings under each topic area are summarised below and any potential opportunities for improvements are noted and summarised in Chapter 3.

2.1 Review of Walking, Cycling and Horse-Riding Policies and Strategies

This section provides an overview of relevant walking, cycling and horse-riding local and national policies and the information contained in the documents below will help to inform the identification

of opportunities and incorporate them into the scheme through the WCHAR process. The documents reviewed are:

- National Planning Policy Framework (February 2019);
- West Sussex Walking and Cycling Strategy 2016-2026;
- West Sussex Cycling Design Guide (August 2019);
- West Sussex Rights of Way Management Plan 2018-2028; and
- Adoption Arun Local Plan 2011-2031 (July 2018).

National Planning Policy Framework

At the national level, the key relevant policy consideration is the National Planning Policy Framework (NPPF)², which was updated in February 2019. It sets out the Government's planning policies for England and how these are expected to be applied. The NPPF constitutes guidance for local planning authorities and decision-makers both in drawing up plans and as a material consideration in determining applications.

Section 9 of the NPPF states that transport issues should be considered from the earliest stage of plan-making and development proposals so that opportunities to promote walking, cycling and public transport use are identified and pursued.

Also, paragraph 110 states that "*applications for development should:*

- *Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; and*
- *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards."*

West Sussex Walking and Cycling Strategy 2016-2026

The West Sussex Walking and Cycling Strategy³ complements the Government's emerging Cycling and Walking Investment Strategy and sets out the County Council's aims and objectives for walking and cycling together with the priorities for investment in infrastructure improvements.

This strategy outlines the design and safety principles for walking and cycling that the County Council will follow, and developers will be expected to follow, when implementing infrastructure schemes.

According to the strategy, it is of crucial importance that all users use and share the network appropriately, given that the mix of old and young, families and those interested in sporting or commuting activity, cyclists and equestrians can lead to conflicts. In providing a network suitable for all users much can be achieved through appropriate design.

² https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

³ https://www.westsussex.gov.uk/media/9584/walking_cycling_strategy.pdf

The main objectives of this walking and cycling strategy are:

- To ensure that cycling and walking are recognised as important travel modes and therefore part of the transport mix;
- To make cycling and walking the natural choice for shorter journeys (such as journeys to school), or as part of a longer journey;
- To reduce the number of cyclists and pedestrians that are killed or seriously injured on the roads;
- To support economic development by facilitating travel to work and services without a car;
- To reduce congestion and pollution by encouraging and enabling people to travel without a car;
- To increase levels of physical activity to help to improve physical health;
- To help to maintain good mental health and staying independent later in life;
- To increase the vitality of communities by improving access by bicycle and on foot; and
- To help people to access rural areas and enjoy walking and cycling.

2.2 West Sussex Cycling Design Guide

The County Council adopted the West Sussex Walking and Cycling Strategy 2016-2026 as an integral part of the West Sussex Transport Plan 2011-2026. This guidance⁴ has been prepared to help deliver the aims and aspirations of the strategy.

The guidance aims to draw attention to key issues and to outline the application of contemporary cycle design thinking from across the country in the West Sussex context.

It is recognised by the Council that good highway design, which prioritises and creates dedicated space for cycling and walking will significantly contribute to:

- Improving people's health and wellbeing;
- Improving safety for pedestrians and cyclists;
- Reducing congestion;
- Improving air quality;
- Boosting the local economy, and
- Creating attractive environments where people wish to live.

As per Paragraph 2.2, "Pedestrians and cycle users should generally be accommodated on streets rather than routes segregated from motor traffic. Being seen by drivers, residents and other users affords a greater sense of security. However, short pedestrian and cycle-only links are generally acceptable if designed well..."

On the highway network a section of a segregated path for cycle users should be 3 m or wider, with 2.5 m as a minimum acceptable for short sections (no greater than 100m). For walkers a minimum of 1.5 m (2 m+ recommended) is to be provided and for equestrians a minimum of 3m.

On the Public Rights of Way (PRoW) network, footpaths should be a minimum of 3 m wide and bridleways should be a minimum of 4 m wide.

It is not always appropriate, possible or necessary to provide fully segregated off-carriageway paths. For lightly used paths a shared path will suffice. Extra care will be required to integrate shared paths with the carriageway for cycle users while suitably catering for the needs of pedestrians and other users, including equestrians where appropriate.

⁴ https://www.westsussex.gov.uk/media/13164/cycling_design_guide.pdf

Usage should dictate the width of such paths, with 3 m the recommended width, 2.5 m may be acceptable but should be discussed with the County Council. Paths wider than 3 m should normally be segregated rather than shared.

2.3 West Sussex Rights of Way Management Plan 2018-2028

The West Sussex Rights of Way Management Plan 2018-2028⁵ has been prepared to bring more weight and focus to the management of the existing PRoW network and provide a framework through which local interest and community groups can contribute to the management and development of the PRoW network.

The Council's vision for 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.

2.4 Adopted Arun Local Plan 2011-2031

The Arun Local Plan⁶ which was adopted in July 2018 sets out the vision for the future of Arun and guides developments to achieve that vision. Arun's Local Plan covers the Arun Local Planning Authority Area (LPA) - This area includes all of Arun district apart from those parts within the South Downs National Park (SDNP).

Policy T SP1 Transport and Development, states that the development will need to provide safe access on to the highway network, contribute to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network.

As stated in Paragraph 15.2.1, "improving choice and access to sustainable modes of transport is key to reducing congestion, promoting healthy lifestyles and reducing social isolation. This can be achieved by locating new development within easy reach of public transport services, making provision for community transport and giving all residents and visitors to the District the choice to cycle or walk to destinations such as town centres, visitor attractions, places of work, learning, leisure facilities and other local services."

According to Policy T DM1, new development proposals 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 also be available and accessible to all members of the community.

2.5 Personal Injury Accident Data

Personal Injury Accident (PIA) data for the highway network in the vicinity of the development site have been obtained from by Sussex Police for a five-year period from 1 January 2016 to

⁵ https://www.westsussex.gov.uk/media/11362/row_management_plan.pdf

⁶ <https://www.arun.gov.uk/download.cfm?doc=docm93jjim4n12844.pdf&ver=12984>

31 December 2020. The extent of the accident study area is shown in Figure 2.1 and accidents that occurred within the study area are summarised in Table 2.1.

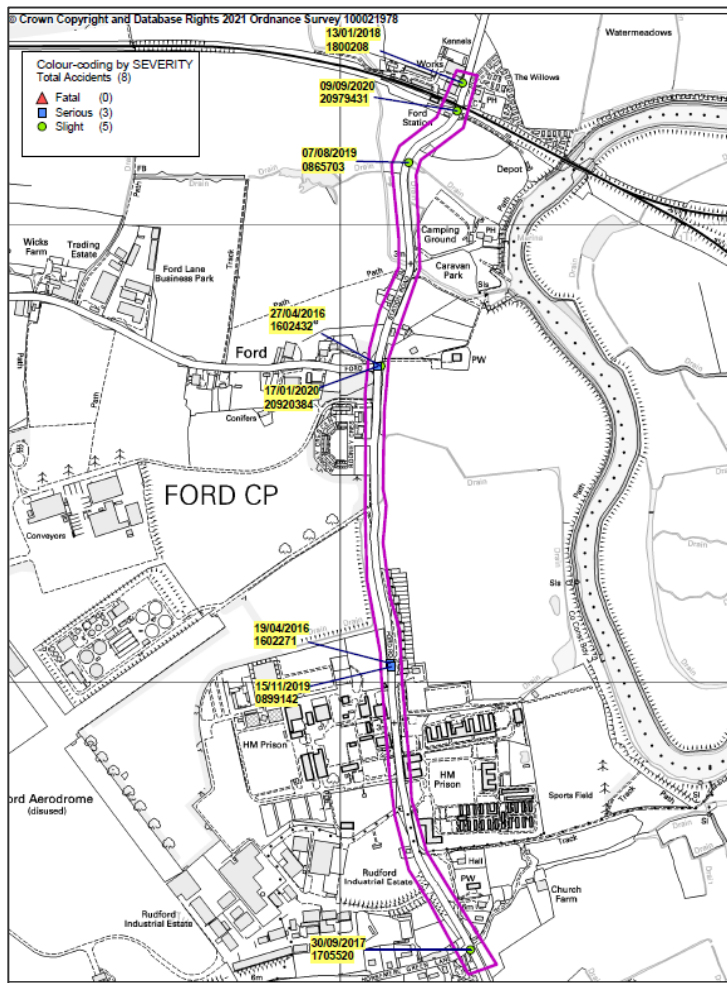


Figure 2.1: Locations of Accidents

Source: Sussex Police

Table 2.1: Summary of PIA Data

Year	Severity			Total Accidents	Vulnerable Road Users			Total Casualties
	Slight	Serious	Fatal		Pedestrians	Cyclists	Motorcycle	
2016	1	1	0	2	0	0	0	2
2017	1	0	0	1	0	0	0	2
2018	1	0	0	1	0	0	0	3
2019	1	1	0	2	0	0	0	2
2020	1	1	0	2	0	0	0	2
Total	5	3	0	8	0	0	0	11

In total, eight accidents have been recorded within the study area, out of which five were slight, three serious and none were fatal. No vulnerable road users were involved in any of the accidents

recorded. Therefore, there is not considered to be any significant existing safety issues in the study area.

2.6 Multi-modal Transport Service and Interchange Information

Bus

There are no bus stops within 500 m walking distance of the site. The nearest bus stops to the site are located at the Yapton Road/Rollaston Park junction.

Rail

Ford Rail Station is located approximately 1.6 km to the northeast of the application site and is served by Southern Railway with a large number of services throughout the day. Table 2.2 summarises the 'pre-Covid' service destinations and frequencies available from the station, as of January 2020.

The whole station has step-free access and ramps are available for train access. There is also sheltered storage provided for 14 cycle spaces with CCTV coverage.

Table 2.2: Rail Service Information

Destination	Service Frequency per Hour			Average Journey Time
	Weekday	Saturday	Sunday	
Littlehampton	2 services	2 services	1 service	5 mins
Portsmouth	2 services	3 services	2 services	46 mins
Southampton	2 services	2 services	2 services	1hr 15 mins
Brighton	2-3 services	2 services	2 services	43 mins
London	3-4 services	3 services	2 services	1hr 37 mins

2.7 Trip Generators

Key Trip Generators and Local Amenities

There are predominantly employment and leisure local amenities within the vicinity of the application site that could be attractive to pedestrians, cyclists and equestrians and are presented in Table 2.3. It should be noted that the distances have been measured using Google maps and based upon the PRow map (Figure 2.2) extracted from the West Sussex County Council (WSCC) website. There are no direct links between the application site and some of the existing local amenities presented in Table 2.3. A figure showing the existing local amenities within the study area can be found in Appendix 1.

Table 2.3: Existing Local Amenities

Purpose	Existing Local Amenities	Total Distance (m)
Employment	Rudford Industrial Estate	1,000
	Ford Lane Industrial Estate	800

Purpose	Existing Local Amenities	Total Distance (m)
	Ford Airfield Industrial Estate	600
	HM Prison Ford	800
Leisure	Arun Sports Arena	300

Future Local Amenities

A review of committed developments (future local amenities) within the study area has been undertaken. The following future amenities have been identified in Table 2.4. They all sit within the Landings development site at Ford Airfield.

Table 2.4: Future Local Amenities

Purpose	Future Local Amenity	Total Distance (km)
Employment	Employment Land	<1m
Residential	1,500 homes and 450 affordable homes	
Retail	Retail Facilities	
Leisure	Leisure Facilities	
School	Primary School and Nursery	
HealthCare	Care Home	
Community	Library	

2.8 Site Visit

A site visit allows the Lead Assessor and assessor(s) to identify opportunities that can be missed from online mapping or other sources of desktop collection and is therefore an important part of the assessment. However, due to the travel restrictions from COVID-19 situation the assessment has been based upon a desktop study⁷ only.

2.9 Consultation with Key Stakeholders

A formal pre-application process has been undertaken with WSCC, in their capacity as the local highway authority. The Environmental Impact Assessment (EIA) scoping report was issued to WSCC on 24 January 2020. WSCC issued its Scoping Opinion on 13 March 2020.

On 30 January 2020, Ramboll sent a Transport Statement (TS) scoping checklist to WSCC to seek early engagement with the local highway authority and to agree the proposed scope of the TS. The scope of the TS was agreed with WSCC in March 2020 (see TA for more details), where the request was made by WSCC for a WCHAR to be prepared as part of the planning application pack.

⁷ Non-Motorised User Audit (NMU) – Access Road junction, Ford Road, Callidus, September 2018; Ford Airfield Travel Plan, i-Transport, October 2019 (Ref: DS/EF/AI ITB13091-009D R)

2.10 Existing Pedestrian, Cyclists and Equestrian Facilities Within the Local Area

The following pedestrian, cyclist and equestrian facilities within the study area have been identified.

Pedestrian Facilities

Public Rights of Way (PRoW) that have been extracted from the WSCC website can be found in Figure 2.2 and are summarised below:

- Footpath 363 which runs to the north of the site and provides a connection to Footpaths 170, 200.2, 360 on towards Burndell and Yapton (there is no direct access between the site and Footpath 363);
- Footpaths 200.3 and 200.4 (Rodney Crescent) which run to the northeast of the site and provide a connection between the site and Ford Road; and
- Footpath 366 and 366.1, which provide a connection to Ford Lane and Footpath 365; and
- Footpath 175, which runs to the south of the site and provides a connection between Ford Road and Yapton Road.

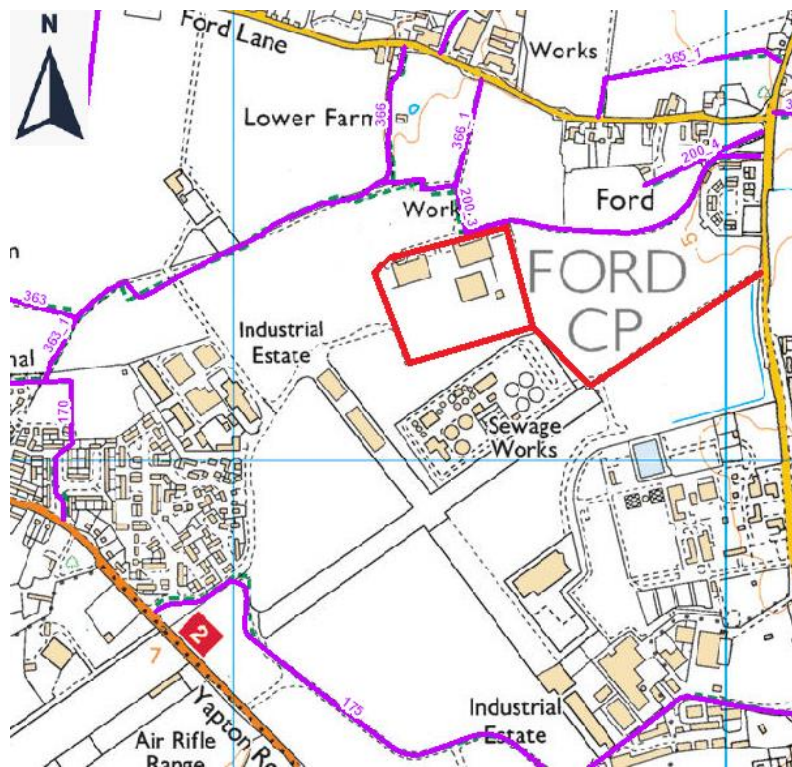


Figure 2.2: Location of Public Rights of Way

Source: <https://www.westsussex.gov.uk/land-waste-and-housing/public-paths-and-the-countryside/public-rights-of-way/public-rights-of-way-imap/imap/>

It should be noted that Footpath 200_3, in the north-eastern corner of the site will be kept open during the construction phase, with appropriate fencing in place for safety.

At the site entrance there is a footpath provided along the SLR. At the site access on Ford Road there is a footway of approximately 2.5 m wide running north-south along the west side of Ford Road, which crosses the access road without deviation from its course. Dropped kerbs are provided across the access road. The visibility between the footway and the access road i.e. between pedestrian and site vehicles is good.

To the north of the site access, Ford Road leads into Station Road and along its length the footway is separated by a wide grass verge approximately 2.5 m wide.

To the south of the site access, Ford Road leads into Church Lane where the pedestrian footway continues on the western side of the carriageway. A pedestrian refuge island is provided to the north of the access to Rudford Industrial Estate allowing pedestrians to cross to the eastern side of the carriageway. The footway on the western side ends to the south of the junction with Horsemere Green Lane, but the route continues on the A259 on the eastern side. A Puffin Crossing is also located on Ford Road approximately 500m south of the site access road.

To the west of the site, on Rollaston Park, footways are present on both sides of the road, apart from a section of approximately 90 m to the northwest of its junction with Sproule Close. It should be noted there is no direct access between the site and Rollaston Park, though opportunity exists via a redundant access route, subject to other proposed development (The Landings). Rollaston Park leads on to Yapton Road. A pedestrian footway is also present on the east side of Yapton Road, along its entire length to the northwest of its junction with Rollaston Park, until the bus stop at approximately 50 m distance southeast of the junction. To the north of the site is Ford Lane. There are no footways present on either side of Ford Lane.

2.10.1 Cyclist Facilities

There are no dedicated cycling facilities within the study area. As shown in Figure 2.3, that has been extracted from the WSCC website, the section of Yapton Road between Horsemere Green Lane and Bilsham Road is part of the Local Cycle Network. It should be noted that this section of Yapton Road is subject to a 40mph speed limit.

National Route 2 of the National Cycle Network (NCN) which is located out of the study area runs along the A259 to the south of the development site and the closest access points to the national cycle lane are the junctions of the A259 Crookthorn Lane with Yapton Road and Church Lane.

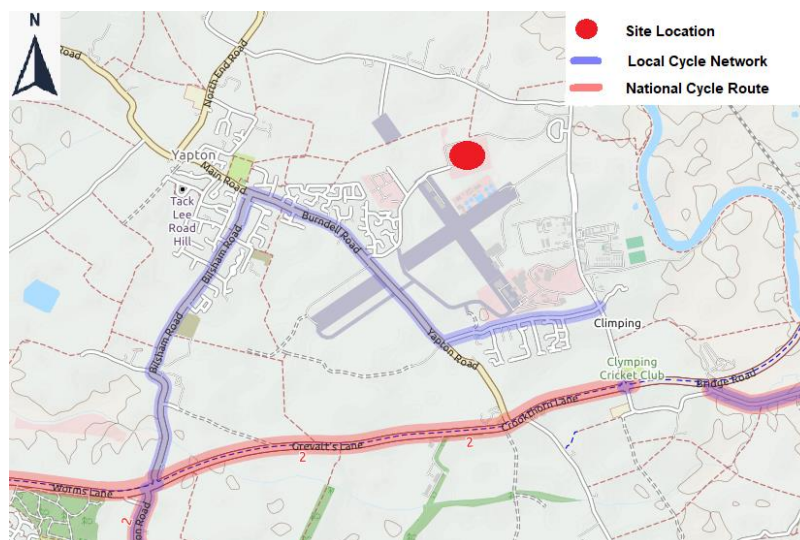


Figure 2.3: Cycle Network

Source: <https://cyclejourneyplanner.westsussex.gov.uk/>

Equestrian Facilities

As indicated in Section 1.3, no equestrian facilities (bridleways, stables etc) have been identified within the study area. Based on Figure 2.2, no bridleways are identified beyond the immediate study area. Therefore, there are no equestrian facilities to connect with any wider networks outside the study area. On this basis, no further consideration is required of equestrian facilities as part of this WCHAR.

3. USER OPPORTUNITIES

The opportunities highlighted below are considered to be relevant to the 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. Table 3.1 identifies a number of scheme specific opportunities to improve walking and cycling routes.

It is noted that the proposal for the Landings at Ford Airfield has been submitted to WSCC which includes potential new pedestrian and cycle routes within the study area. These proposed facilities have not been relied upon as part of this WCHAR.

3.1 Scheme Specific Opportunities

On review, this WCHAR has not identified any specific opportunities for improvement to pedestrian and cycle access relevant to the proposed development itself. It is however noted that there are opportunities to improve cycle and pedestrian connections within the study area (and beyond), as per Table 3.1.

Table 3.1: Scheme Specific Opportunities

Description
Cyclists on Ford Road are exposed to traffic. Explore opportunity for dedicated/shared cycleway between the site and Ford Rail station and/or A259. It is noted that there may be some land ownership constraints
Consider viability of connection between the site and Rollaston Park/Yapton Road noting that there may be some land ownership constraints and conflicts with "The Landings" Outline Planning Application
Improved provision of pedestrians' / cyclists' facility from the site to Ford Road

The proposed development will support such opportunities by engaging with a WSCC-led process, however it is noted that none of these opportunities are solely the responsibility of nor at the discretion of the proposed development. Therefore, a collaborative process of engagement within a WSCC-led process is the most effective way for the proposed development to support the opportunities identified.

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

As Lead Assessor, I confirm that this Walking, Cycling and Horse-Riding Assessment Report has been compiled in accordance with GG 142 Revision 0 and 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

Nicola Evans

Signed:Associate Transport Planner
Ramboll UK Limited**Date:**

24.02.2021

Walking, Cycling and Horse-Riding Assessor

Ioannis Spyropoulos

Signed:Transport Planner
Ramboll UK Limited**Date:**

24.02.2021

As design team leader, I confirm that the assessment has been undertaken at the appropriate stage of the scheme development and that the wider 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 Revision 0.

Design Team Leader

Ed Kerr

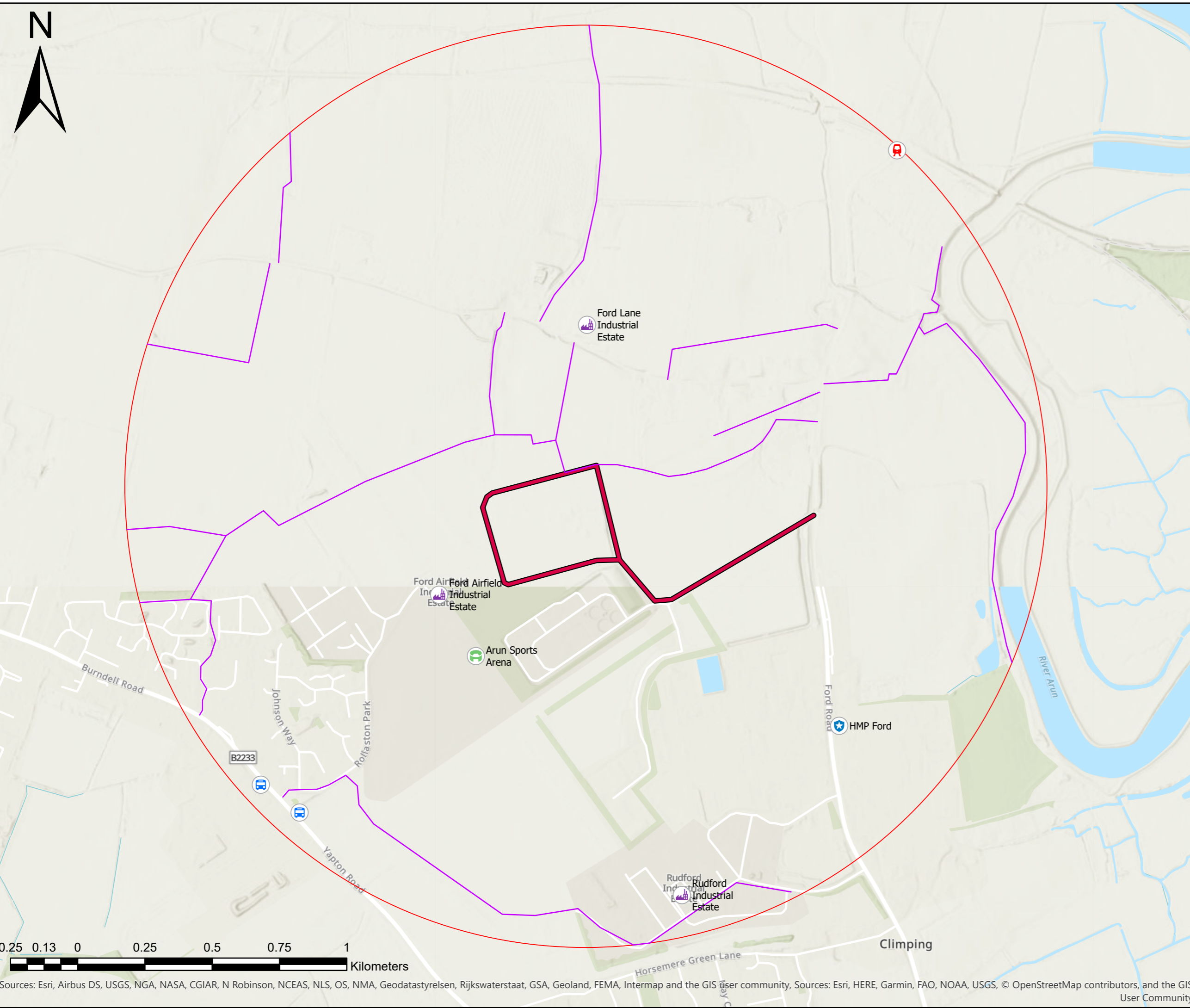
Signed:

Ramboll UK Limited

Date:

24.02.2021

APPENDIX 1 EXISTING LOCAL AMENITIES



KEY

- Study Area
- Proposed Development Site
- B Bus Stops
- R Rail Station
- P PRoW

Existing Local Amenities

- I Employment Land Use
- L Leisure Land Use
- P Prison

Client
Ford EfW, Grundon & Viridor

Project Title
Ford ERF & WSTF

Project Number
1620007830

Figure Title
Exiting Local Amenities



Date **25/02/2021** Prepared By **IS**

Figure No. **1620007830/WCHAR/001** Revision **-**

Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community