



Land South of 74 Old Shoreham Road

WALKING CYCLING & HORSE-RIDING ASSESSMENT AND REVIEW (WCHAR)

for Residential Development
on behalf of AY Developers

2023/7464/WCHAR01

November 2025

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1 INTRODUCTION

1.1 Background

- 1.1.1 RGP has been commissioned by AY Developers (the 'Client') to prepare a Walking, Cycling and Horse-Riding Assessment (WCHAR) Report in accordance with GG142 associated with the proposed 9-unit residential development at land south of 74 Old Shoreham Road, Lancing, West Sussex (the 'Site'). The site is situated within the administrative boundary of the Adur District Council (ADC), and the local highway authority is West Sussex County Council (WSCC).
- 1.1.2 The A27 Old Shoreham Road forms part of the Strategic Road Network (SRN) and therefore falls within the purview of National Highways (NH). The site currently comprises a small detached residential bungalow and an area of undeveloped land to its rear, **Figure 1** illustrates the location and extents of the site.



Figure 1 Site Location and Context

- 1.1.3 Vehicular access to 74 Old Shoreham Road is currently achieved via a service road directly south of the A27 Old Shoreham Road, which in turn provides access to 8 residential dwellings. Vehicular access is currently not afforded to the area of land to the south of 74 Old Shoreham Road.
- 1.1.4 The proposals include the demolition of 74 Old Shoreham Road to provide access to 9 residential dwellings on an empty plot of land to the south of the existing dwelling. A copy of the site layout plans can be found at **Appendix A**.

1.1.5 Throughout this WCHAR, 'the site' refers to the land at the aforementioned address and the 'development' refers to the new vehicle access that is proposed to be constructed in the future.

1.1.1 In addition to this WCHAR, the following documents have been prepared to support the planning submission:

i) Transport Statement – 2023/7464/TS02.

1.1.2 These documents should be read in conjunction with this WCHAR.

1.2 Scope of Assessment

1.2.1 The purpose of a WCHAR is to facilitate the inclusion of all walking, cycling and horse-riding modes in the highway scheme development process from the earliest stage, to identify opportunities for new or improved facilities and their integration with the local and national network and to provide increased collaboration, interaction and engagement with key stakeholders.

1.2.2 The purpose of a WCHAR is not to catalogue highway improvement schemes that should be delivered at the applicant's expense but to inform future enhancement opportunities for all users.

1.2.3 A WCHAR replaces Non-motorised User (NMU) Audits (HD 42/05 withdrawn) and applies during the design stage and concludes prior to the commencement of construction.

1.3 WCHAR Methodology

1.3.1 This WCHAR has been prepared in accordance with Design Manual for Roads and Bridges (DMRB) GG142 in which Section 2.2.1 categorizes highway schemes into two categories namely 'large' and 'small' highway schemes.

1.3.2 Large highway schemes comprise new road construction (including new motorways), significant changes to an existing all-purpose trunk road (APTR) or significant changes to an urban environment consisting of both the trunk road network and local highway network. In addition, any scheme aimed principally at providing for pedestrians, cyclists or equestrians.

1.3.3 Small highway schemes comprise minor changes to an existing all-purpose trunk road, or changes to existing motorway or trunk road junctions that affect the local highway network in a rural area.

1.3.4 The A27 forms part of the Strategic Road Network (SRN) and the Lead Assessor has determined that the scheme has the potential impact on pedestrians, cyclists or equestrians on their road network and therefore GG142 applies. 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.

1.4 WCHAR Study Area

- 1.4.1 The WCHAR study area should typically extend 1km surrounding a small highway scheme and 5km surrounding a large highway scheme. **Figure 2** illustrates the location and extents of the study area.

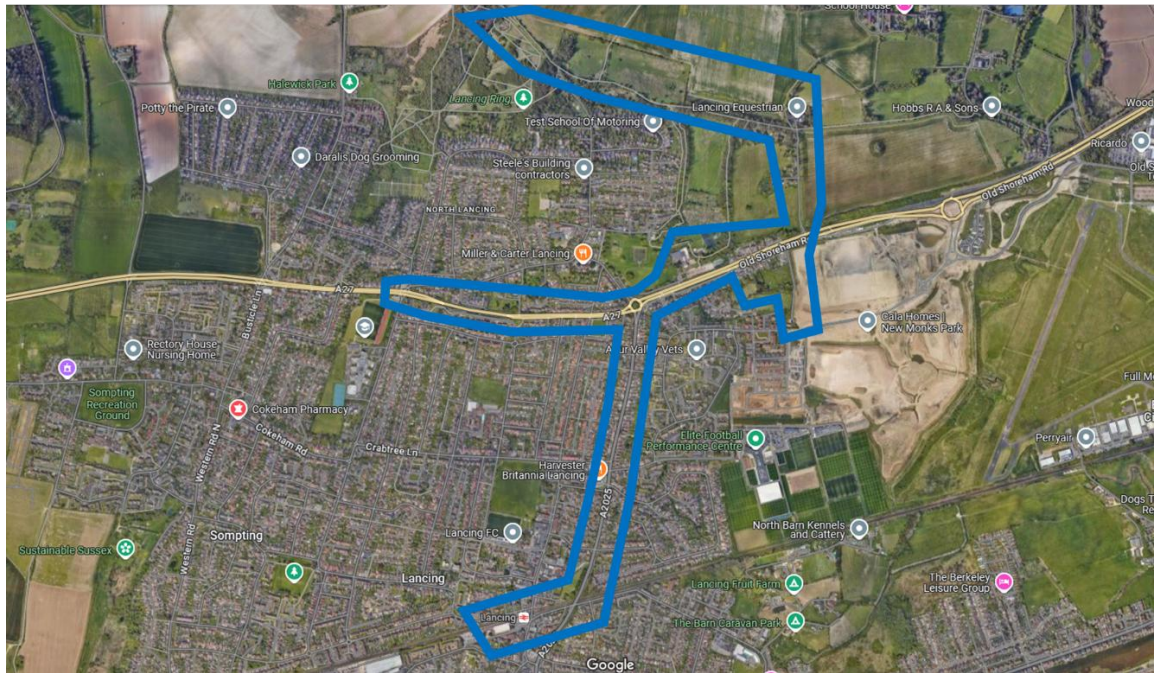


Figure 2 WCHAR Study Area

- 1.4.2 The study area for this 'Walking, Cycling and Horse Riding Assessment' has been set by the Lead Assessor in association with RGP Consulting Engineers Limited.

1.5 Assessment of Walking, Cycling and Horse-Riding Policies and Strategies

- 1.5.1 Walking, cycling and horse-riding users include:
- (i) Pedestrians, including mobility impaired and vulnerable pedestrians;
 - (ii) Cyclists, including mobility impaired and vulnerable cyclists;
 - (iii) Equestrians, including mobility impaired and vulnerable equestrians;
 - (iv) Non-motorised scooter riders;
 - (v) Electrically-assisted pedal cycle riders; and
 - (vi) Powered wheelchair users.

- 1.5.2 The following documents have been considered as part of the Assessment:
- (i) National Planning Policy Framework; and
 - (ii) Adur Local Plan 2017.
- 1.5.3 The Adur area has a Local Cycling and Walking Infrastructure Plan (LCWIP). In December 2018, Sustrans was commissioned by Adur & Worthing Councils to develop this plan, focusing on utility trips such as commuting to work, education, and shopping within a 5km radius. The review of relevant documents did not identify any applicable Right of Way Improvement Plans in relation to Lancing.
- 1.5.4 The following relevant standards and guidance have been considered:
- (i) Manual for Streets (2007);
 - (ii) Manual for Streets 2 (2010);
 - (iii) Traffic Signs Manual, Chapter 6 (2019);
 - (iv) Cycle infrastructure design (LTN 1/20);
 - (v) Moving the Nation (June 2018); and
 - (vi) Sustrans Design Manual Handbook for cycle-friendly design (April 2014).
- 1.5.5 The policies and guidance documents listed herein have been given consideration as part of this WCHAR process.

2 WALKING, CYCLING & HORSE-RIDING ASSESSMENT TEAM STATEMENT

2.1.1 An appointed and competent practitioner is responsible for the completion of the WCHAR process in accordance with Table 3.1.1 of GG142. The Lead Assessor provides specific advice on the provision for pedestrians, cyclists and equestrians within a highway scheme.

2.1.2 The Design Team Leader is a person within the design organisation responsible for the development of the highway scheme. The walking, cycling and horse-riding assessment was undertaken by the following Assessment and Review Team:

2.2 Design Team Leader

2.2.1 As the Design Team Leader, I confirm that the assessment has been undertaken at the appropriate stage of the highway scheme development. 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 GG142:

2.2.2 Name: Timothy King BA (Hons)

2.2.3 Position: Graduate Consultant at RGP Consulting Engineers Limited

2.2.4 Signed: 

2.2.5 Date: March 2025

2.3 Lead Assessor

2.3.1 As Lead Assessor, I confirm that this Walking, Cycling and Horse-riding Assessment Review has been compiled in accordance with DMRB GG142.

2.3.2 Name: Ben Chimes BSc (Hons) MTPS CTPP FCIHT

2.3.3 Position: Associate Director at RGP Consulting Engineers Limited

2.3.4 Signed: 

2.3.5 Date: March 2025

2.4 Assessor

2.4.1 An additional Assessor is a practitioner who is appointed to assist the Lead Assessor.

2.4.2 No additional assessors have been appointed for this WCHAR.

3 SCHEME DESCRIPTION AND BACKGROUND

- 3.1.1 The site is located on the southern side of the A27 Old Shoreham Road between Lancing and Shoreham-by-Sea, circa 300m to the east of Lancing Manor Leisure Centre and circa 1.7km to the north-east of Lancing railway station.

3.2 Surrounding Highway Network

- 3.2.1 The site access is served from the A27 where the road transitions from a single two-way carriageway to a dual carriageway, the A27 is dual carriageway at the site access. The A27 forms part of the Strategic Road Network (SRN) providing a busy east-west route along the south coast. This provides access to the local settlements of Chichester, Worthing, Portsmouth, Brighton and Eastbourne.
- 3.2.2 A central reservation within the A27 commences 450m to the west of the site access, where the A27 transitions from a single carriageway road to a two-lane dual carriageway. The A27 is subject to a speed limit of 40mph in the vicinity of the access and is circa 10m wide at the site access and is flanked on the southern side by a footway circa 1.5m wide providing a link to adjacent properties.

3.3 Proposed Highway Scheme

- 3.3.1 The proposed access would be located in the position of the existing access on the southern side of the A27 Old Shoreham Road. The proposed development comprises the demolition of the existing dwelling and the construction of nine new dwellings on the land to the rear of number 74 Old Shoreham Road. A copy of the proposed site layout plan is attached at **Appendix A**.
- 3.3.2 The site is currently accessed via a service road running parallel to the A27 Old Shoreham Road, which in turn affords access to a driveway. The service road facilitating access into the site is assumed to work in an in / out arrangement, although there is no signage or restrictions to enforce this ordering.
- 3.3.3 As shown in **Drawing 2023/7464/001**, appropriate signage and road markings would be implemented, illustrating to drivers that they are prohibited from exiting onto the A27 Old Shoreham Road from the eastern access and are prohibited from exiting the A27 Old Shoreham Road onto the service road from the western access. This will reduce the risk of vehicles having to wait in the A27 Old Shoreham Road's carriageway whilst a vehicle is waiting to join it.
- 3.3.4 Access to the proposed dwellings would be afforded via the demolition of the existing bungalow at 74 Old Shoreham Road. The access would be designed in accordance with the relevant design standards, ensuring that it can be used safely and functionally.

3.4 Personal Injury Accident (PIA) Data

- 3.4.1 In order to understand whether there are any underlying road safety issues in the vicinity of the site that could be exacerbated by the proposals, Personal Injury Accident (PIA) data has been obtained from the Sussex Safer Roads Partnership (SSRP) in order to identify if there are any patterns or clusters of accidents on the local highway network in the vicinity of the site. Full details of the data in the format received from SSRP together with a location plan are included in **Appendix B**.

3.4.2 **Figure 3** shows the SSRP location plot:

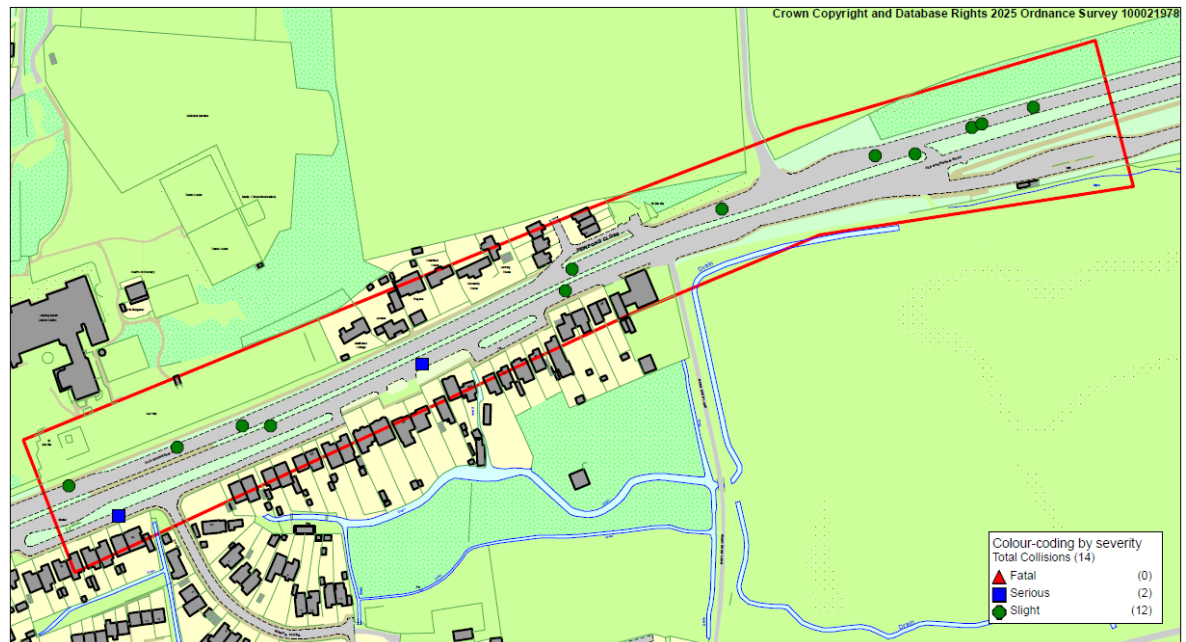


Figure 3 SSRP Extract

3.4.3 Analysis has been undertaken to determine if there are any trends in the types or locations of accidents on the local highway network in the vicinity of the application site. PIA data was secured for a complete five-year period up until 31st December 2024.

3.4.4 As shown in **Figure 3**, a total of 14 PIAs occurred within the assessment cordons, including two serious accidents, however there were no fatal accidents. A summary of the serious accidents is provided below:

- (i) Vehicle 2 was travelling east on the A27 when it came to a stop in Lane 1 and put its hazards on to let two passengers exit the car. Vehicle 1 was travelling east in lane 1 and collided with the rear of vehicle 2. The accident occurred during the night with street lights present in dry conditions. The primary causation factor was impairment by alcohol.
- (ii) Accident occurred on 20th April 2021 at 07:40 in daylight and in fine conditions. The accident involved a cyclist travelling along the Old Shoreham Road service road, when it collided with a pedestrian that was masked by a vehicle in the carriageway and did not look when emerging onto the carriageway. The primary causation factor was the pedestrian not looking properly.

3.4.5 A summary of the 12 slight accidents is also included below:

- (i) An accident involved a motorcycle travelling along the carriageway, which suddenly experienced its rear tyre locking, causing the rider to fall from lane 2 into lane 1. Vehicle 2 was approaching behind vehicle 1 and attempted to brake to avoid colliding with vehicle 1, but in doing so, its brakes locked, sending the vehicle head-on into a tree. The accident occurred in darkness with no street lights in icy conditions – the latter being the main causation for the collision.
 - (ii) This location is often subject to slow moving traffic, as vehicles travelling westbound are reducing their speed as they approach the roundabout, and vehicles travelling eastbound are approaching the newly constructed roundabout to the east of the site. As a result of this, it is evident that 8 of the slight traffic accidents involve vehicles colliding with other vehicles in front (rear shunt type accidents), or vehicles changing lane and colliding with a vehicle queuing – all of which can be attributed to human error through causations such as not looking properly or reckless driving.
 - (iii) Furthermore, 3 of the collisions recorded in the vicinity of the proposed site involve vehicles switching lanes without the drivers properly looking. This has a primary causation of individuals not properly checking the lane they are aiming to move into, and as a consequence, the vehicles have either collided with a vehicle that already existed in this lane, or led to a vehicle taking evasive action and subsequently colliding elsewhere.
- 3.4.6 The majority of accidents can be attributed to careless driving without the necessary care and attention. No accidents occurred at the junction of Mash Barn Lane with Old Shoreham Road or from vehicles entering or exiting the service road serving 74 Old Shoreham Road, suggesting that both junctions operate safely at present.
- 3.4.7 A further review of Crashmap has also been carried out to identify whether any further collisions have occurred since the SSRP report was received. One further serious collision has occurred adjacent to the site exit, which occurred on the 15th November 2023 in daylight hours and in wet or damp conditions. The accident involved vehicle 3, which was slowing down or coming to a stop, when vehicle 1 failed to stop, resulting in it colliding with the rear of vehicle 2 which in turn collided with the rear of vehicle 3. This accident can be attributed to human error, as the driver of vehicle 1 failed to observe that vehicle 2 and 3 had slowed down / stopped.
- 3.4.8 From this review, no significant patterns or trends have been observed from the analysis of the PIA data. Analysis of PIA data has not identified any abnormal causation factors for accidents in close proximity to the site.

4 MULTI-MODAL TRANSPORT SERVICES AND INTERCHANGE INFORMATION

4.1.1 In this section a review of the existing transport infrastructure and services within the vicinity of the site has been undertaken.

4.2 Bus Services

4.2.1 The nearest bus stops to the site are the 'Hoe Court' bus stops, with the westbound stop being located 120m (a circa 1 ½ minute walk) to the east of the site and the eastbound stop located 220m to the east of the site. The 'Hoe Court' bus stops are demarcated by a flag and pole with timetable information and benefit from a dedicated bus layby. Despite being closest in proximity, the eastbound 'Hoe Court' bus stop requires a walk of circa 1km from the site as pedestrians would need to use the signalised Toucan crossing 350m to the west of the site.

4.2.2 Therefore, the closest eastbound stop is the 'Leisure Centre' bus stop. This stop is demarcated by a flag and pole with timetable information and benefits from a dedicated bus layby and a shelter with seating.

4.2.3 Each stop is served by bus routes 9, 106 and 740. A summary of the services is presented in **Figure 4**.

Route No / Summary		Typical Frequency	Hours of Operation
9	Shoreham-by-Sea – Lancing – Worthing – Angering – Littlehampton – Arundel	Mon-Sat: every hour	Mon-Sat: 07:51-18:57
106	Henfield – Upper Beeding – Steyning – Lancing - Worthing	Mon, Wed & Fri: twice a day	Mon, Wed & Fri: 10:14-13:27
740	Lancing – Sompting – North Lancing – Upper Beeding - Steyning	Mon-Fri: twice a day	Mon-Fri: 08:07-15:43

Figure 4 Summary of Local Bus Services

4.2.4 The above summary confirms that the local area benefits from regular bus services, providing frequent connections to Shoreham-by-Sea, Worthing, Littlehampton and Arundel, for example. Timetables, route maps and fare information can be found at: <https://www.traveline.info/>.

4.3 Rail Services & Facilities

4.3.1 The nearest railway station to the site is Lancing railway station, which is located circa 1.7km (a circa 21-minutes' walk) to the south-west of the site. Lancing railway station sits on the West Coastway Line, and its services are operated by Southern.

4.3.2 A summary of the services from each station is contained in **Figure 5**.

Destination	Frequency	Duration	Calling Points
-------------	-----------	----------	----------------

London Victoria	2 trains per hour	81 minutes	Shoreham-by-Sea, Hove, Hassocks, Burgess Hill, Haywards Heath, Gatwick Airport, East Croydon, Clapham Junction
Brighton	4 trains per hour	19-22 minutes	Shoreham-by-Sea, Southwick, Portslade, Hove
Littlehampton	2 trains per hour	26-28 minutes	Worthing, West Worthing, Durrington-on-Sea, Goring-by-Sea, Angering
Portsmouth & Southsea	1 trains per hour	62 minutes	Worthing, Goring-by-Sea, Angering, Barnham, Chichester, Havant, Fratton
Chichester	1 trains per hour	56 minutes	East Worthing, Worthing, West Worthing, Littlehampton, Ford, Barnham
Southampton Central	2 trains per hour	90 minutes	Worthing, Chichester, Havant, Fareham, Swanwick

Figure 5 Summary of Local Rail Services

- 4.3.3 Lancing railway station offers 24 cycle stands and various seating areas. Full details of routes, timetable and station facilities can be found at: www.nationalrail.co.uk.

4.4 Key Trip Generators and Local Amenities within the WCHAR Study Area

- 4.4.1 There are a number of key trip attractors and local amenities which can be accessed by walking and cycling journeys within the study area. These facilities include:

- (i) Lancing Manor Leisure Centre;
- (ii) The Sir Robert Woodard Academy;
- (iii) Lancing Local Shops;
- (iv) Lancing Railway Station; and
- (v) Lancing Ring Nature Reserve.

- 4.4.2 Whilst no new residential developments are planned in the study area, it should be noted that the Cala Homes, New Monks Park development is currently being built. Therefore, the proposed development and these other future trip generators have been taken into account.

4.5 Existing Pedestrian, Cyclist and Equestrian Facilities

- 4.5.1 The following additional pedestrian, cyclist and equestrian facilities within the study area have been identified. A footway runs along both sides of the A27 Old Shoreham Road in the vicinity of the site. There are a number of Public Rights of Way (PROWs) in the vicinity of the site, including Footpath 2060 and Bridleway 2065.
- 4.5.2 The National Cycle Network (NCN) – Route 2 passes to the south of the site, running adjacent to the seafront. NCN Route 2 is a long-distance cycle route that runs between Dover and the Cornwall. NCN – Route 223 passes to the east of the site and provides a route between Chertsey to the North and Shoreham-by-Sea to the south. These routes are predominantly traffic-free.

4.5.3 Additionally, local roads are considered to be conducive to cycling given their flat topography and relatively low speeds. It is therefore considered that there are realistic opportunities for residents to travel to/from the site by active modes (walking/cycling) to a large number of everyday facilities.

4.5.4 Lancing Equestrian horse riding school is currently operating within the study area. A review of the British Horse Society Incident map has confirmed no reported incidents involving equestrians within the study area since 2005.

4.6 Walking, Cycling and Horse-riding User Survey Data.

4.6.1 Not applicable for a small scheme.

4.7 Liaison with Key Stakeholders, Local User Groups and the Wider Public

4.7.1 Not applicable for a small scheme.

5 SITE VISIT

5.1.1 A site visit was carried out by Ben Chimes (Lead Assessor) between 11:00 and 13:00 hours on Thursday 27th March 2025 during daylight hours. The weather was fine and dry. The site visit included:

- Detailed exploration of the site, the location of the proposed site access and the public highway on approach to the site from all directions;
- Walking roads and public rights of way throughout the study area;
- Consideration of obstructions within any visibility splays;
- Review of existing highway arrangements and consideration of any potential issues or constraints;
- Review of public transport facilities in close proximity to the site; and
- Consideration of access to/from the site for non-motorised users.

5.1.2 As set out above, the site visit findings shall be set out within this section.

5.2 On Site Observations

5.2.1 Traffic flows on the A27 Old Shoreham Road were observed to be substantial. The WCHAR team crossed the A27 Old Shoreham Road a number of times making use of the staggered controlled toucan crossing without any discernible delay.

5.2.2 The WCHAR team attempted to cross the A2025 Grinstead Lane just south of the A27 however, no suitable safe gaps in oncoming traffic came about after a considerable length of time. Consequently, it was determined by the Lead Assessor that non-motorised users are unlikely to cross the A2025 Grinstead Lane in this location to travel further west.

5.2.3 No school aged children were observed within the study area, no non-motorised users were observed on the A27 Chichester Road or seen to access the site.

5.2.4 Cyclists were observed during the site visit and there was further evidence of cyclist activity throughout the study area, namely bike tyre prints.

5.2.5 No equestrians were observed during the site visit, although there was evidence of equestrian activity throughout Lancing Ring, namely hoof prints and horse manure.

5.2.6 Overall, PROW 2060 and Bridleway 2065 appeared to be well-used by people on foot walking dogs.

5.2.7 Primary findings of the site visit are contained in **Figure 5**.

Location	Observation
Southern side of Lancing Manor Leisure Centre overflow car park towards A24 Old Shoreham Road.	<p>Unofficial linkage between car park and the A27 may present a trip/fall hazard for pedestrians and cyclists.</p> 
Northern side of A27 between Dew Pond Close and Hoe Court.	<p>Evidence of encroachment of organic material onto the footway may reduce usable footway width.</p> 
Shared pedestrian/ cycleway southern side of A27 – Near to site access.	<p>Cyclists traveling westbound along the pedestrian/ cycleway may interpret the sign 'Cyclists Rejoin Carriageway' as an instruction to join the A27 Old Shoreham Road dual carriageway rather than the unclassified Old Shoreham Road.</p>

	
<p>Southern side of A27 Old Shoreham Road Leisure Centre bus stop.</p>	<p>Stepped only access to bus stop may prevent persons with mobility impairments from accessing westbound bus services.</p>

	
<p>Southern side of roundabout about junction on A27/ A2025 Grinstead Lane arm.</p>	<p>Given the volume of traffic turning south off the A27 observed it was deemed that crossing the in this location is not desirable for non-motorised users since the crossing is un-controlled.</p> 

<p>PROW (Public Bridleway 2065).</p>	<p>Directional post has become warped and wayfinding marker has fallen off.</p> 
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Figure 6 Information Gathered During Site Visit

- 5.2.8 Overall, it is considered that the current provision for non-motorized users is suitable to meet current demand by pedestrians, cyclists and equestrians within the study area. Some requirements in terms of maintenance of existing infrastructure/ PROW network however have been identified.

6 USER OPPORTUNITIES

- 6.1.1 The opportunities highlighted in the tables on the following pages are deemed to be relevant for the highway improvements associated with the proposed development. The opportunities should be considered by the Design Team Leader throughout the progression of the design in addition to any further opportunities that may arise through the ongoing development of the design phase.

6.2 Pedestrian Specific Opportunities

- 6.2.1 A summary of the Pedestrian Specific Opportunities is contained in **Figure 6**.

Location	Pedestrian Specific Opportunities
Southern side of Lancing Manor Leisure Centre overflow car park towards A24 Old Shoreham Road.	Opportunity 1: Investigate opportunities to implement an official link from the Leisure Centre car park and the footway along the northern side of the A24 Old Shoreham Road.
Northern side of A27 between Dew Pond Close and Hoe Court.	Opportunity 2: Recommend removing organic material so that the full width of the current footway is usable.
Southern side of A27 Old Shoreham Road Leisure Centre bus stop.	Opportunity 3: Investigate opportunities to implement step-free access to bus stop.

Figure 7 Pedestrian Specific Opportunities

- 6.2.2 The opportunities identified in **Figure 6** should be considered by the Design Team Leader throughout the progression of the design in addition to any further opportunities that may arise through the ongoing development of the design phase.

6.3 Cyclist Specific Opportunities

- 6.3.1 A summary of the Cyclist Specific Opportunities is contained in **Figure 7**.

Location	Cyclist Specific Opportunities
Shared pedestrian/cycleway southern side of A27 – Near to site access.	Opportunity 1: Defer to findings of the Stage 1 Road Safety Audit with regards to any safety implications of Cyclists misinterpreting the sign and joining the dual carriageway.

Figure 8 Cyclist Specific Opportunities

- 6.3.2 The opportunities identified in **Figure 7** should be considered by the Design Team Leader throughout the progression of the design in addition to any further opportunities that may arise through the ongoing development of the design phase.

6.4 Equestrian Specific Opportunities

- 6.4.1 A summary of the Equestrian Specific Opportunities is contained in **Figure 8**.

Location	Equestrian Specific Opportunities
PROW (Public Bridleway 2065).	Opportunity 1: Recommend replacing directional PROW post and sign.

Figure 9 Equestrian Specific Opportunities

- 6.4.2 The opportunities identified in **Figure 8** should be considered by the Design Team Leader throughout the progression of the design in addition to any further opportunities that may arise through the ongoing development of the design phase.

APPENDIX A



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Legend

key plan

rev date by notes

PRELIMINARY

Residential Development of
Land Rear of 74 Old Shoreham Rd and
74 Old Shoreham Rd

project name

AY Developers Ltd

client name

Proposed Site Plan

drawing title

866-200-L-000

drawing number

revision

JL
architect

AG
drawn by

JL
checked by

866
job reference

1 : 500
scale @ A3

08.04.2025
first issued

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APPENDIX B

Accidents between dates 01/01/2020 and 31/12/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Selected Polygon:Old Shoreham Road Lancing (RGP)

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
15/06/2020	1623	Fine without high winds	20958546	1	Not applicable	Not within 20M
Location:		OLD SHOREHAM ROAD (A27)				

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Back	Not at, or within 20M of Jct
Other vehicle - specify	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 31/12/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
10/09/2020	0820	Fine without high winds	20979570	1	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27) - 39 METRES FROM JUNCTION WITH HOE COURT

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods 7.5 tonnes mgw and over	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/09/2020	0935	Fine without high winds	20980656	1	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27) - 165 METRES FROM JUNCTION WITH A27

Vehicles:

Type	Manvres	Impact	Junct_loc
Other vehicle - specify	Going ahead other	Nearside	Not at, or within 20M of Jct
Goods over 3.5 tonnes and under 7.5 tonnes mgw	Parked	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 31/12/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/09/2020	0745	Fine without high winds	20985093	1	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27) - 58 METRES FROM JUNCTION WITH HOE COURT

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to right	Front	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/04/2021	0740	Fine without high winds	211037181	2	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD - 31 METRES FROM JUNCTION WITH MANOR CLOSE

Vehicles:

Type	Manvres	Impact	Junct_loc
Pedal Cycle	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Pedestrian	Serious
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 31/12/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/06/2021	1420	Fine without high winds	211054959	1	Give way or Uncontrolled	T & Stag Jct
Location: OLD SHOREHAM ROAD (A27) NEAR JUNCTION WITH OLD SHOREHAM ROAD						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Back	Jct Approach
Motorcycle over 500cc	Going ahead other	Front	Jct Approach
Car	Going ahead but held up	Did not impact	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/11/2021	0725	Fine without high winds	211114420	1	Not applicable	Not within 20M
Location: OLD SHOREHAM ROAD (A27)						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 31/12/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
22/01/2022	0957	Fine without high winds	221135206	1	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to right	Offside	Not at, or within 20M of Jct
Car	Going ahead other	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/02/2022	1430	Unknown	221145187	1	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27) - 191 METRES FROM JUNCTION WITH DEWPOND CLOSE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Stopping	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 31/12/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
01/03/2022	0814	Raining without high winds	221150375	2	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27) - 81 METRES FROM JUNCTION WITH HOE COURT

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods vehicle - unknown weight	Changing lane to right	Did not impact	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 31/12/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/08/2022	0435	Fine without high winds	221208957	2	Give way or Uncontrolled	Other junction
Location: OLD SHOREHAM ROAD (A27) NEAR JUNCTION WITH OLD SHOREHAM ROAD, LANCING, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Cleared junction or waiting/parked at junction exit
Car	Parked	Back	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle	Serious
Passenger	

Accidents between dates 01/01/2020 and 31/12/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/12/2022	1650	Fine without high winds	221255062	1	Give way or Uncontrolled	Other junction
Location: OLD SHOREHAM ROAD (A27) NEAR JUNCTION WITH DEWPOND CLOSE, LANCING, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 50 cc and up to 125cc	Going ahead other	Front	Cleared junction or waiting/parked at junction exit
Car	Going ahead other	Back	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Vehicle Passenger	Slight

Accidents between dates 01/01/2020 and 31/12/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/01/2023	2010	Other	231264639	2	Not applicable	Not within 20M
Location: OLD SHOREHAM ROAD (A27), LANCING, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 125 cc and up to 500cc	Going ahead other	Did not impact	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle	Slight
Passenger	

Accidents between dates 01/01/2020 and 31/12/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex all consultant requests 2025 ("Old Shoreham Road Lancing (RGP)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/05/2024	1139	Fine without high winds	241445447	2	Not applicable	Not within 20M

Location: OLD SHOREHAM ROAD (A27), LANCING, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead but held up	Back	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Number of records in selection: 14



Validated Data

Highest Injury Severity: Serious

Highway Authority: West Sussex

Local Authority: Adur

Weather Description: Other

Road Surface Description: Wet or Damp

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Dual carriageway

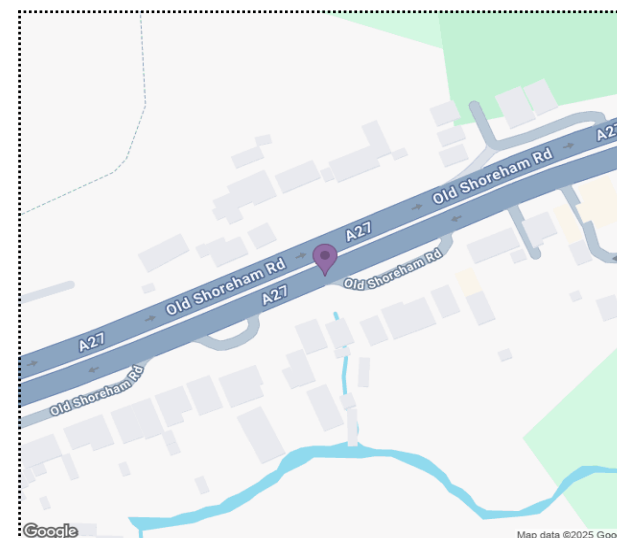
Junction Control: Unknown

Road Number: A27

Casualties: 1

Vehicles: 3

OS Grid Reference: 518968 105654



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	6	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire cars 2005 onwards)	1	Female	56 - 65	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
3	Car (excluding private hire cars 2005 onwards)	12	Female	26 - 35	Vehicle is slowing down or stopping	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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