



DOWNLAND

Area Transport Plan



Foreword

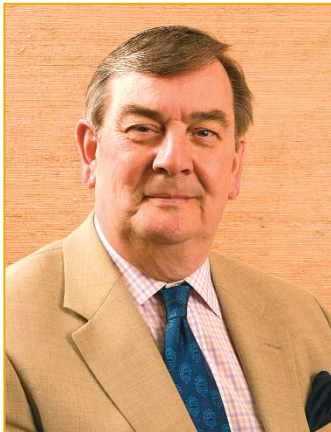
I am delighted to introduce Area Transport Plans.

We have developed the Plans through the work of Highways & Transport Partnerships (and Area Committees) and I am grateful to them for their hard work.

The overriding aim of the Area Transport Plans is to facilitate the delivery of better local transport, as quickly as possible, by focusing efforts on a small number of key transport priorities.

The Area Transport Plans are set in the context of our new West Sussex Transport Plan covering the period 2006 to 2016. The development of local transport strategies in the Area Plans have taken on board all aspects of the authority's long-term vision for the area.

I therefore hope that together we can strive to deliver against the local priorities outlined in the Area Transport Plans. It is not easy and we all need to play our part.



A handwritten signature in black ink that reads "Tex Pemberton".

Lt. Col. Tex Pemberton OBE
Cabinet Member for
Highways and Transport



A handwritten signature in black ink that reads "Richard Wilby".

Richard Wilby
Chairman of the Joint Downland
Area Committee

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Introduction

This Plan reflects local views on transport in the Downland area and will help determine actions by West Sussex County Council over the next ten years. The Plan looks at all methods of travelling in the area. It explores the issues and shows what we are planning to do to make travelling in the area better.

Transport plays a key role in everyday life. It enables you to get to and from services within your town or village and beyond.

Properly planned transport can make a huge difference to an area. When well planned, it can enhance town and village life, protect the environment and improve the local economy, making the area more attractive to visitors.

How you travel is dependent on the choices available to you. Travelling by car is most people's first or only choice. It is easy, quick and seen as relatively cheap. In recent years there has been a steady increase in the amount of cars on the roads. Approximately 74,000 cars are owned by people who live in Arun District. This number has been predicted to rise by as much as 37% in the next ten years.

However, not everyone has access to a car. Almost 22% of households in Arun have no motor vehicle available. People who do not drive can feel cut off by this lack of choice. This is likely to be worse for people living in more rural areas.



Car travel is easy, but more cars on the roads can cause problems. For example:

- ▶ Some people who once walked or cycled now feel intimidated by the traffic
- ▶ More cars can mean more pollution
- ▶ Peoples' dependency on cars nationally, is contributing towards declining health - more people are suffering from obesity and conditions such as asthma.

For this Plan to have an impact, it needs to incorporate the principles of County, District and Parish Council strategies as well as local views. This was achieved by establishing a Highways and Transport Partnership as a function of the Joint Downland Area Committee.

The Partnership consists of local Members from the County, District and Parish Councils.

To make sure that this Plan reflected the views of Downland residents, the Partnership Members drew on information collected in their local area. They listened to comments from local people and applied their knowledge of the area and local communities to establish the key transport issues.

This plan looks at these key transport issues in the Downland area over the next ten years. Every year we will produce an annual review, which will show what has been achieved against these targets. Every three years we will publish an updated version of this plan to reflect any changes in local opinion.

Over the next few pages you will be introduced to more information on how this plan fits in with the other work and plans linked to transport. The Partnership determined five priority transport issues for the Downland Area and these are set out on double page spreads. An action plan for each is also included.

There are also other important transport issues in Downland, which did not make the top five, and work will also continue on addressing these.

The Bigger Picture

The development of this Area Transport Plan is strongly influenced by the targets set out in other County Council policies and documents, and in particular the countywide West Sussex Transport Plan 2006-2016. This plan sets out a number of key objectives which are being pursued across the whole county in the next ten years. The County Council will seek to deliver Central Government's national shared priorities for transport:

The **West Sussex Transport Plan** also includes specific visions for coastal and rural West Sussex to 2016. The key objectives from this vision are to:

For coastal West Sussex

Transport will contribute to the economic and social objectives for this area, by achieving the following:

- ▶ an improved, less congested and more reliable A27. The focus here will be on Arundel, Chichester and Worthing.
- ▶ a traffic management and information centre to serve the coastal area and/or link to systems for Brighton and Portsmouth.
- ▶ completion of the south coast cycle route (National Cycle Network Route 2).
- ▶ completion of the town cycle networks for Worthing and Chichester and substantially completed networks for Littlehampton, Shoreham and Bognor Regis.
- ▶ an enhanced A259 (and associated links to the A27) capable of complementing the A27 by serving local business areas and providing access to towns.
- ▶ a transport strategy for Chichester and Worthing which addresses local congestion and safety issues and increases sustainable access into the central areas.
- ▶ good accessibility into vibrant town and neighbourhood centres and to railway stations.
- ▶ delivery of the strategic development areas and associated infrastructure in the Structure Plan.
- ▶ strategic park-and-ride schemes for Chichester and possibly Worthing and a scheme to complement access into Brighton from the eastern part of our area.

- ▶ well connected towns served by a high quality bus service.
- ▶ a Fastway type project based on high frequency services and high quality passenger information and facilities. The potential to link this into similar services in Brighton and integration with rail services is key.
- ▶ enhanced rail access and good interchange facilities.
- ▶ better access to Shoreham harbour to aid economic regeneration.



For rural West Sussex:

The vision for rural areas has been developed following consultation with stakeholder groups and is for economically stable, self-supporting areas with good access to market towns and main urban areas, with traffic volumes and speeds controlled and managed.

Our Area Transport Plans will build on the rural vision and provide a framework for delivering this vision across all rural areas.

We will deliver this by achieving the following:

- ▶ A transport network and transport improvements that respect rural needs, the rural landscape and rural character.
- ▶ A safer transport network in rural areas.
- ▶ Undertaking accessibility audits to identify issues and solutions.
- ▶ Well maintained roads.
- ▶ Appropriate public and community transport.
- ▶ Supporting local services and access to services through innovation.
- ▶ Addressing problems highlighted by Village Action Plans and Area Transport Plans.



It will be important to ensure continuity of measures between the neighbouring areas of Chichester, Horsham, Worthing, West and East Arun where transport plans are also being developed.

The transport provision can be affected by sudden new developments. This notably includes the recent withdrawal by the operator of bus service 55 between Chichester and Arundel, serving Barnham and many of the villages in Downland. Despite the partial replacement by diversion of the Service 85 from Pulborough to Chichester via Arundel this has a major impact on public transport provision in the area as it no longer serves all the villages and runs at a much reduced frequency.

Looking to the future, there are certain key developments being considered for the Downland area.

The West Sussex Structure Plan 2001-2016 indicates that a significant number of housing units are needed to be provided within the Arun District. This development will put increasing demand on the existing services and infrastructure in the Downland area, and the impact of this proposed development would need to be closely considered in the development of an Area Transport Plan.

Plans for a Bognor Regis relief road scheme have been approved by West Sussex County Council and have been included in the Local Plan for the Arun District. This scheme is principally to accommodate the transport impact of major new housing developments in West Arun but also has widespread potential benefits for local rural roads in Downland.

Proposals for upgrading the A27 trunk road were recommended in the Government's South Coast Multi Modal Study (SoCoMMS). However, in 2003 the Secretary of State rejected the principal recommendations of SoCoMMS on environmental grounds including the A27 improvements at Chichester, Arundel and Worthing/Lancing. The Highways Agency (HA) is working with the County Council and environmental bodies to undertake further investigation to find an environmentally acceptable means of providing a bypass around Arundel. The HA will report to the Secretary of State following the outcome of this further work. Proposals for Chichester have recently been consulted on and Worthing is also under consideration.

Looking to the future
there are certain **key developments**
being considered for the
DOWNLAND area.

Route Speed Management Strategies have been developed for A24, A259 and B2233. Reductions in speed limits along appropriate sections of these roads are being progressively introduced along with traffic calming in Yapton.

This Area Transport Plan has to take into account the transport implications of such proposals.

Throughout the work of this transport plan, it will be important to forge closer links with the Arun District Council, the Parish and Town Councils and local community groups.

Your Community

This document has been produced in order to provide a plan aimed at addressing transport related issues in the Downland area over the next ten years.

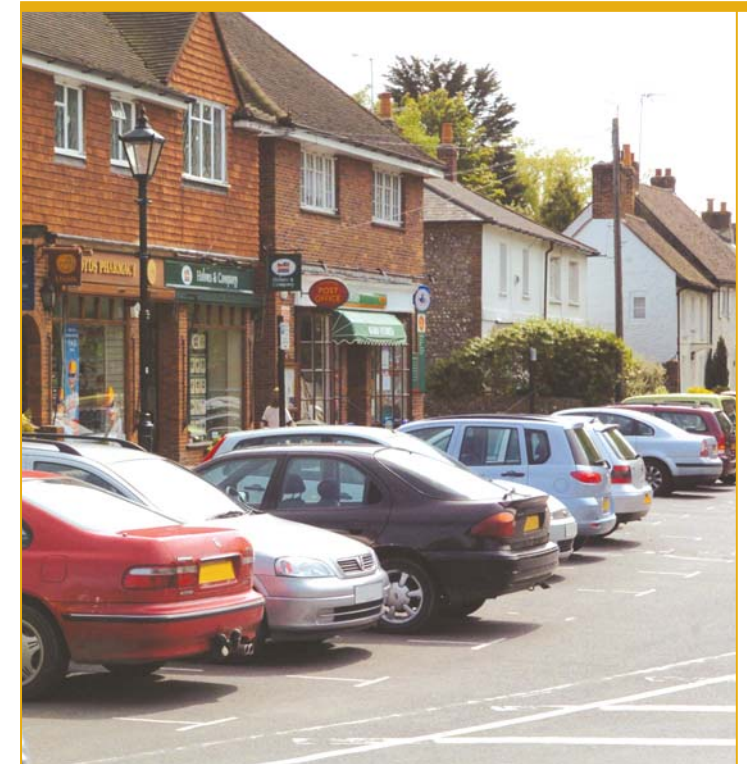
Consultation has been carried out with local members of County, District and Parish Councils, in order to establish the key transport issues in Downland that reflect the views of the local community. The Joint Downland Area Committee took on the role of a Highways and Transport Partnership in 2004 to assist with this process. Members of this Partnership have used their knowledge of the local area and their communities to help shape the work of the Downland Area Transport Plan.

There has been a steady increase in the amount of cars on the road network in Downland over recent years, and this increased car usage brings with it concerns about further increases in associated problems of congestion, road safety, parking availability, air pollution, noise and vibration. Travelling by car is many people's first preference as it is easy, quick and perceived as relatively cheap.

DOWNLAND is a **largely** rural area and the **issues** and **priorities** raised through the **Transport Partnership** reflect this.

If Downland is going to remain a dynamic area, improvements need to be made so that everybody is able to access local services, and you do not feel the private car is the only option. More people using public transport means the number and range of services for all can grow, rather than contract. Increased usage of public transport, cycling and walking have the potential to bring large benefits to the area as a whole.

Downland is a largely rural area, and the issues and priorities raised through the Transport Partnership reflect this. These key issues will be addressed over the course of this plan.



Arun District Council has just started the task of producing a Local Development Framework (LDF) for the whole of the Arun area, which will replace the recently adopted Local Plan. A key document from this LDF will be the Core Strategy, which will look at how development in Arun District to 2016 and beyond can be managed. It will be important that both Local Authorities ensure that the principles and objectives of the LDF and Area Transport Plan are complementary.

This transport plan sets out the top priorities for Downland over the next ten years. We anticipate that the priorities for residents may change over time and this document will be reviewed annually to reflect any changing circumstances.

If you would like to feed into this discussion and help the Partnership to continue to set the priorities for action in transport throughout Downland, please contact a member of the Partnership or your local County, District, Town or Parish councillor and ask to discuss this with them.

Key Issue ► CONGESTION

We want to reduce traffic congestion, and its effects including diversion of traffic onto unsuitable minor roads.



As a predominately rural area with larger towns to each side, a higher than average proportion of traffic within Downland consists of journeys passing through the area. In particular the A27 Trunk Road carries long distance traffic along the South Coast. The A259 carries traffic between the coastal towns.

The A27 suffers from a major bottleneck at Arundel which causes extensive queuing and delay at peak times, notably including tourist peaks such as summer Saturdays in addition to commuter peaks on weekdays.

The problem at Arundel is well known and long standing. The Department for Transport has carried out many investigations and studies there, but has had difficulty finding a solution that is acceptable to all both in terms of traffic and environmental impact.

In addition, the A259 passes through the centre of Bognor Regis and Felpham and also suffers from congestion in these locations.

The combined effect of these bottlenecks has been to increase the amount of traffic which uses other rural routes in Downland not suited to carry non-local traffic. Examples of affected routes include the B2233 through the “five villages” from Aldingbourne to Climping, Ford Road in Arundel and Church Lane in Climping, the B2139 at Houghton and the B2132 at Walberton and Yapton.

The **concerns** highlighted are:

- Delays to journeys on major routes, especially at peak times, notably A27 Arundel
- Traffic diversion onto unsuitable minor routes, often known as “rat running”, passing through rural villages
- Negative effect on road safety
- Increased traffic noise, air pollution and fuel consumption
- Negative effect on local economy

TOGETHER WE WILL...	ACTIONS ALREADY IDENTIFIED	TARGET DATE
Encourage use of alternatives to car travel where appropriate.	Three local schools have developed School Travel Plans to “Travel Mark” standard, one further plan has been submitted and two more under development, with four more schools interested, Travelwise.	Ongoing through life of plan
Improve co-ordination of road works to minimise delays across the network.	A Traffic Manager for West Sussex has been appointed to improve liaison with public utilities and the Highways Agency. The recent Traffic Management Act also gives the Traffic Manager powers to deal with building materials left on the highway.	Appointed 2005 for ongoing role
Examine need and potential for further appropriate traffic measures to protect rural roads.	Yapton Main Road Traffic Calming.	2005
Support early provision of A259 Bognor Regis Relief Road.	A259 Bognor Regis Relief Road to be provided by developers as part of Arun District Local Plan.	2007 - 2010
Continue to lobby Government for action to bring forward improvements to A27.	A27 Arundel Bypass - Highways Agency (HA) to consult on revised proposals. Regional priorities for trunk road schemes are under discussion between HA and South East England Regional Assembly.	Construction post 2010

- Possible future strategic development in the western Arun area would worsen these problems unless major transport infrastructure was in place first
- Additional local congestion at school run times

How you can help...

- **Attend forthcoming consultation on A27 proposals and make your views known to Government.**
- **Look at when, where and how often you make journeys - can you avoid travelling at busy times or use public transport?**
- **Speak to your employer about setting up a Business Travel Plan.**
- **Consider joining a car-sharing scheme.**
- **You can find out about current roadworks by visiting the County Council website on www.westsussex.gov.uk. This will allow you to make alternative travel arrangements if necessary and reduce the time you are held up by roadworks.**



Key Issue

► HGVs ON MINOR ROADS

We want to reduce HGV use of unsuitable narrow roads and rural lanes.



In the Downland area, there is a conflict between the need to transport goods by road and preservation of the rural character of the area.

There are two major east - west corridors which are suitable for use by large HGVs, namely the A27 and A259. However, north-south links are less developed. In addition, there are some deficiencies in these main roads at Arundel and Bognor Regis that may encourage drivers to take less suitable routes.

A major part of this issue is the number of sites in rural areas such as nurseries, trading estates and works. These can require servicing by HGVs along narrow, rural access roads. Examples are to be found around Ford and Yapton as well as elsewhere in Downland.

HGVs have a considerable impact visually and environmentally when they pass along rural lanes and villages. They can be intimidating to vulnerable road users, such as pedestrians and cyclists. This includes use of "B" class roads, which are often narrow and windy.

When experiencing HGVs using minor or B class roads in the countryside it is easy to underestimate how many of these are using the route to access a local business rather than taking a short cut in preference to use of major routes.

The **concerns** highlighted are:

- HGVs not always taking the most suitable route to their destination
- Road network not always suited to today's large goods vehicles
- Activities that generate HGV movements becoming more common in the countryside
- Impact of large vehicles on environment and enjoyment of rural areas and villages in the countryside. Especially for residents adjacent to these roads and for vulnerable road users
- Physical damage to the roads caused by excessive HGV use, which can cause dangerous potholes. This diverts funds from planned maintenance into repairs.

TOGETHER WE WILL...	ACTIONS ALREADY IDENTIFIED	TARGET DATE
Ensure that local firms have advice on appropriate routes for large vehicles collecting from or delivering to their premises.	Local firms have been written to asking them to use West Sussex Advisory Lorry Routes rather than unsuitable local roads. This is now being repeated and can be continued in future as needed.	Ongoing
Examine what further action can be taken to encourage and enforce appropriate routing of HGVs following the implementation of major road improvements at Bognor Regis and Arundel. We need to adopt a holistic approach to ensure that some communities do not suffer as a result of benefits gained by others.	Once major road improvements are confirmed, planning can take place for supporting measures.	Ongoing
Advise and encourage HGV operators to route vehicles away from minor roads and to use the West Sussex strategic road network for the longest possible proportion of their journey.	The West Sussex Advisory Lorry Route map shows routes to major towns via A27, A24, A259 and A280, avoiding minor roads. The map is distributed to HGV operators both locally and through the two national freight industry associations.	Ongoing
Support completion of A259 Bognor Regis Relief Road in association with development.	Work with developer to facilitate early completion of A259 Bognor Regis Relief Road.	2007-2010
Re-direct traffic travelling between Horsham / London and Bognor Regis away from A29 to A24/A280/A259, in order to protect Arundel and Five Villages, following completion of A24 Horsham - Capel Scheme.	Signing review in conjunction with A24 Horsham - Capel scheme.	2008-10
Lobby for completion of A27 Arundel Bypass.	Persuade Government to progress and implement A27 Arundel Bypass. Highways Agency (HA) to consult on revised proposals. Regional priorities for trunk road schemes are under discussion between HA and South East England Regional Assembly.	Construction post 2010



How you can help...

- If you are involved with a local business that uses HGVs make sure that your business and the firms used for deliveries have a copy of the West Sussex Advisory Lorry Route map and that routings for deliveries and distribution make best use of these routes.
- If you see HGVs ignoring signed lorry bans on roads, please take a note of the registration and any company logo and report this to the Police, so that enforcement action can be taken.

Key Issue

► LEVEL CROSSINGS

We want to reduce congestion and delays for all road users crossing rail lines, including at Woodgate, Yapton, Ford and Lyminster.



Most of the roads between the A27 and A259 cross the south coast railway line at level crossings. In the Downland area there are 4 level crossings at Woodgate, Yapton, Ford and Lyminster, but only one bridge in the centre of Barnham.

Two of these level crossings are on A class roads, whilst the bridge is on a narrow B class road and is in an area where through traffic is undesirable for safety and environmental reasons. All the crossings are busy with traffic. At peak times congestion at these crossings has been a long standing problem, which also affects emergency services, buses, pedestrians and cyclists.

Road traffic has steadily increased on these routes over the years, increasing the scale of the problem and spreading it over more hours of the day.

MOST of the roads between the **A27** and **A259** cross the **South Coast** railway line at level crossings.

Improvements to train frequencies on the coastal rail route are desirable to enhance and promote public transport. However, more trains would worsen the delays at level crossings further.

The prospects of bridging any of these crossings in the foreseeable future must be limited, due to cost, environmental impact and effects on property. Only a large scale development would be likely to facilitate an additional bridge at a location not yet known.

TOGETHER WE WILL...	ACTIONS ALREADY IDENTIFIED	TARGET DATE
Encourage appropriate routing of traffic away from congested crossings, where possible, especially HGVs.	The West Sussex Advisory Lorry Route map shows strategic routes to Bognor Regis and Littlehampton via A259 and A280 Angmering Bypass avoiding these crossings. The map is distributed to HGV operators both locally and through the two national freight industry associations.	Ongoing
Promotion of journeys by alternative means and at alternative times where this is possible.	Travelwise campaign, Green Travel Plans at schools and workplaces.	Ongoing
Continue to press Network Rail in order to achieve an appropriate balance between the need to preserve safety for all at level crossings and the reduction of the severe road delays that can occur at the busiest times for road and rail traffic.	Correspondence between West Sussex County Council and Network Rail.	2005
Review the effects of congestion at hotspots including level crossings.	A study has been commissioned in the East Arun area on congestion on and around the A259. This will include the A284 Lyminster level crossing.	2005
Consider carefully any proposals for infrastructure to support strategic developments that may require a new bridge over the coastal railway line in the Downland area.	The housing development proposed in the West Sussex Structure Plan for west of Arun is to be considered through Arun Local Development Framework. Arun District Council is to produce a Sustainable Communities Development Plan Document to include development allocations.	2008

The **concerns** highlighted are:

- Network Rail has increased the distance ahead of an approaching train, for level crossing barriers to descend in recent years. This has increased delays and resulting congestion
- The barrier closure time varies for each crossing, some of the longer closures being at the Ford crossing with shorter closures at the B2132 Yapton encouraging traffic to pass through Yapton
- The delays to journeys across the area waste time and fuel and can have a negative effect on the local economy and quality of life
- If barrier closure is for excessive periods it can cause or increase severance to communities
- There can be safety problems, notably from delays to emergency services and where queues block back across nearby road junctions

How you can help...

- **Plan your journey carefully - Is it essential to pass through one of these level crossings at the busiest times? Could you travel at another time, by public transport or car-share to reduce the number of vehicles on the road?**



Key Issue SEVERANCE

We want to improve conditions for all road users crossing major roads, including at Arundel, Comet Corner and Climping.



Two major roads, the A27 and A259 divide the Downland area. The A24 and A280 form the remainder of the strategic road network in Downland.

Severance means that people making local journeys, especially vulnerable road users, such as cyclists and pedestrians can have problems getting across these roads. Where busy fast roads create a barrier to movement like this, it can divide people from each other and make it more difficult to access local services.

At **Arundel** the **A27** passes in between the historic town and a **largely** residential area to the south.

The **concerns** highlighted are:

- ▶ At Arundel, the A27 passes in between the historic town and a largely residential area to the south. Everybody wanting to move between the two halves of the town is forced to use a busy and often congested roundabout
- ▶ Conditions for pedestrians and cyclists are intimidating and off-putting with a strong perceived safety risk
- ▶ The A27 at Arundel also divides the town from - as much as links to - its railway station and the lane to Burpham and the youth hostel. People arriving by train are put off from walking and cycling in Arundel
- ▶ The A259 passes through a rural area within Downland, but there can still be problems of severance, where local routes cross
- ▶ There are also problems for pedestrians, cyclists and others to cross the A27 where it passes between Walberton and Slindon Common

TOGETHER WE WILL...	ACTIONS ALREADY IDENTIFIED	TARGET DATE
Identify any further opportunities for improving main road crossings on the strategic road network - A27, A24, A259, A280.	Requires investigation.	Ongoing through life of plan
Examine improved pedestrian and cycle route under A27 at Arundel river bridge.	Possible cycle scheme on forward list.	Not programmed
Bring forward junction improvements on the A259 at Comet Corner.	New Junction at A259 / B2132.	Within five years
Continue to lobby Government for action to bring forward improvements to A27 at Arundel.	A27 Arundel Bypass - Highways Agency to consult on revised proposals. Regional priorities for trunk road schemes are under discussion between HA and South East England Regional Assembly.	Construction post 2010

- ▶ The junction of the A259 and B2132 at "Comet Corner" forms the link between Yapton and the West Arun area. People trying to cross or enter the A259 experience great difficulty in getting across safely and conveniently, especially at peak times, whether they are on foot, on bicycles or in motor vehicles
- ▶ The A259 also divides the village of Climping from its primary school and the neighbouring settlement of Atherington. There can be problems turning and crossing at the B2233 "Oystercatchers" junction. This discourages walking and cycling between areas north and south of the road
- ▶ The A280 divides the neighbouring villages of Clapham and Patching, with some properties facing directly onto the main road. A pedestrian crossing and speed limit have previously been introduced to mitigate against the problems, but some issues remain.

How you can help...

- ▶ Look out for pedestrians and cyclists trying to cross the road, when you are driving, slow down and be courteous when this will help them cross.
- ▶ Attend forthcoming consultation on A27 proposals and make your views known to Central Government.



Key Issue ► INTEGRATED TRANSPORT

We want to increase integration between rail, buses, cycling, taxis and car parking.



Public transport within the Downland area is relatively limited compared to the more urban coastal area. The public transport services that do exist tend to operate along traditional lines and are not best designed to connect with each other.

The **concerns** highlighted are:

- The railway station at Arundel is removed from the centre of the town and is not served by the local bus service to the west
- Stagecoach bus service 55 from Arundel to Chichester via Barnham, Walberton, Fontwell, Westergate and Tangmere has been withdrawn east of Tangmere. This has been partially replaced by a diversion of service 85 operating only 3 times a day via Arundel, Binsted, Fontwell, Westergate and Aldingbourne
- The changes in bus routes as well as reducing frequency, have led to a reduced choice of destinations from buses serving Barnham station
- Arundel station has structural problems causing sinking, which has led to part of the platform being out of use. To resolve this requires rebuilding
- Station forecourts, including facilities for taxis are not always ideal in layout or welcoming
- There is a lack of convenient and attractive routes and facilities for people to access public transport by bicycle, notably at railway stations.

TOGETHER WE WILL...	ACTIONS ALREADY IDENTIFIED	TARGET DATE
Continue to provide support for rural bus services where it is viable. Some parts of West Sussex are served by demand responsive buses (allows people to pre-book to pre book buses to vary their route) and this will be monitored to see if there is a viable demand for such services elsewhere.	Service 85 covering villages which lost bus service on withdrawal of service 55.	Ongoing
Continue to examine the best way to provide essential transport in rural areas. Community buses also provide an essential service for specialised needs.	West Sussex County Council will continue to seek innovative solutions to rural transport needs and determine where these are viable. We will assist communities with identifying and applying for community grants through the "grantfinder" service.	Ongoing
Review car parking associated with railway stations, where this is considered to be causing problems.	The County Council is undertaking a review of parking around Barnham railway station.	Ongoing
Improve access to Arundel station.	Changes to junction at A27 access to Arundel Station to improve safety by protecting turns to / from the west and restricting turns to / from the east.	Works complete 2005
West Sussex County Council is setting up a community rail partnership for the Arun Valley line along with Southern, local Parishes and places of interest along the route.	The partnership will look to more effectively promote the use of the rail line and help to ensure it serves the community needs.	2005
Represent the views of local communities to rail operators to seek service improvements.	The County Council has contacted all Parish Councils to see what improvements are sought and will take these up with Southern.	2005
Liaise with Network Rail on station improvements at Arundel to resolve structural and other issues.	Network Rail have plans for rebuilding Arundel station. West Sussex County Council will put forward the scheme options prepared in study for forecourt improvements.	2005/06
Liaise with Network Rail to secure other improvements to stations and rail infrastructure in the area and beyond.	Network Rail have announced plans for improvements at Barnham including re-signalling to allow eastbound trains to pass each other and platform extensions with a new bridge.	2007/08



How you can help...

- **Public Transport services depend on money - and therefore passengers - to continue. Use your local bus service or lose it.**
- **Get involved with a local community transport group. Perhaps you could assist with fundraising or volunteer to drive a community minibus once a week?**
- **Call Traveline on 0870 608 2608 or visit the website, www.traveline.org.uk to plan your journey by public transport**
- **Parish Councils can apply for a bus shelter grant scheme to improve waiting facilities. If there are any facilities that need improving where you live, let your Parish Council know.**

What Happens Next?

Having identified these key issues for the Downland area we need to make sure that the work to address them does not stop.

Each issue has targets with actions which WSCC and its partners will work together to achieve.

Every year we will produce an annual review, which will show what has been achieved against these targets.

Every three years we will publish an updated version of this plan to reflect any changes in local opinion.

It is also important not to lose sight of the other important transport issues in Downland that fell just outside the top five. These include:

- ▶ Improving road safety including promotion of speed reduction and other traffic management
- ▶ Improving bus service availability across the area and reliability of services
- ▶ Addressing problems for cyclists on rural routes

If you would like to feed into the discussion about the most important transport issues in your local area, please contact your local County, District, Town or Parish councillor.

If you have any other comments or questions relating to this plan please contact:

**West Sussex County Council,
Highways and Transport,**
County Hall,
Chichester,
West Sussex,
PO19 1RH

Tel: 01243 642105
Email: env.dev@westsussex.gov.uk
Website: www.westsussex.gov.uk

To request further copies of this publication, or enquire about other WSCC transport publications please contact the Communications Officer on **01243 777544**, or visit the West Sussex County Council website.

Further general information, including information on:

- ▶ Your County Councillors
- ▶ Cycling around the District and the County
- ▶ Walking around the District and the County
- ▶ Information on current roadworks
- ▶ Young driver skills course
- ▶ Community transport
- ▶ County policies for transport.

and much more, can be found on the County Council website: www.westsussex.gov.uk

Information regarding your District and Parish Councillors can be found at:

Arun District Council

Tel: 01903 737500

Website: www.arun.gov.uk

For information to help you plan a more sustainable journey:

Traveline:

Tel: 0870 608 2608

Website: www.traveline.org.uk

Transport Direct:

Website: www.transportdirect.co.uk

National Rail Enquires:

Tel: 08457 48 49 50

Website: www.nationalrail.co.uk

West Sussex Car-Share Scheme:

Tel: 08700 11 11 99

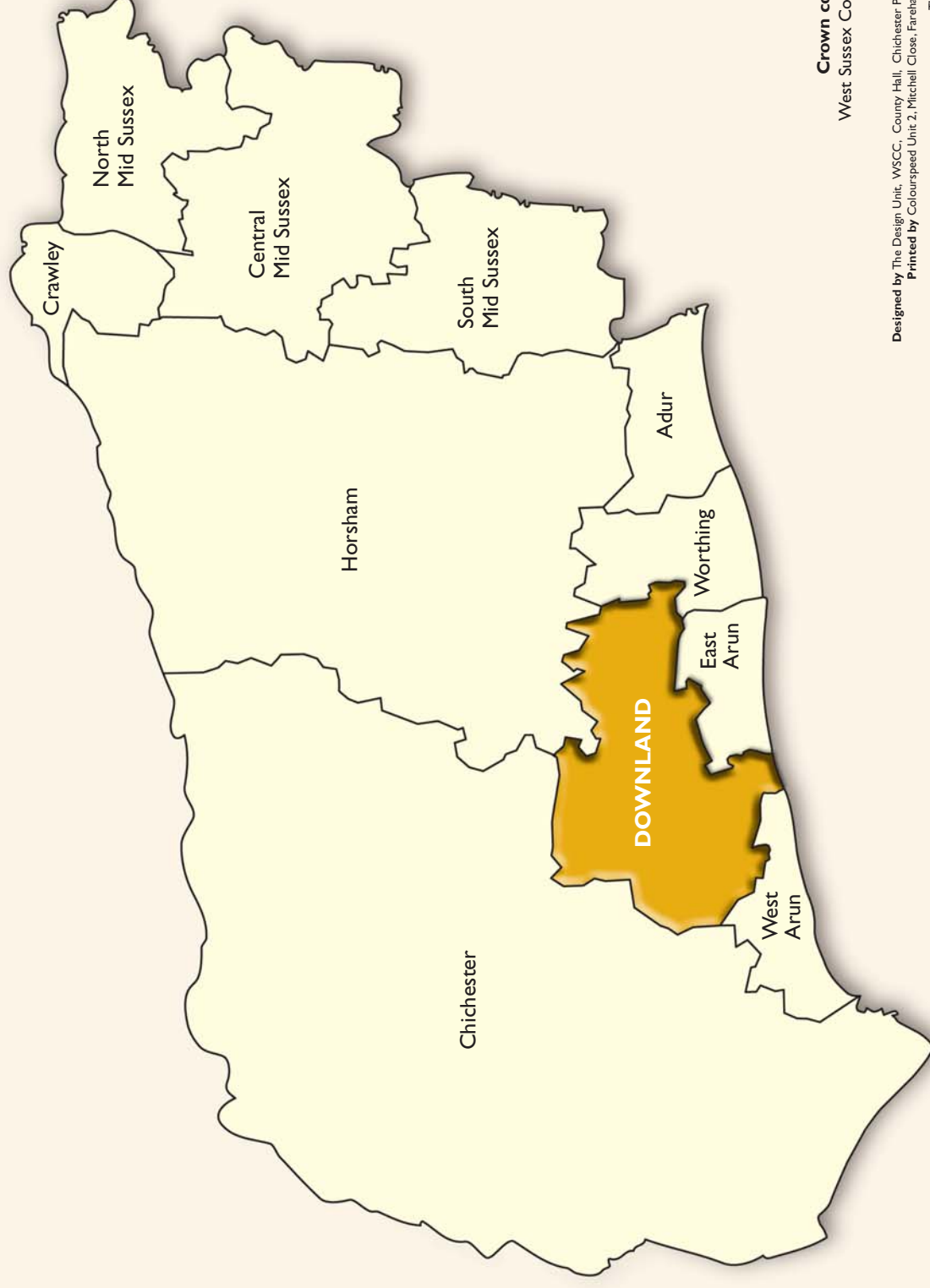
Website: www.westsussexcarshare.com



Area Transport Plan

areas within West Sussex

Area Transport Plans are available for all of the 11 areas shown on the map below. If you would like a copy of this publication in another format (audio, braille, large print, another language), please contact the **Communications Officer** at **West Sussex County Council** on 01243 777544 or email env.dev@westsussex.gov.uk.



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