

From: Ian Gledhill [REDACTED]
Sent: 14 November 2017 08:46
To: Amol Pisal
Cc: Tony Chapman; Guy Parfect; Michael Eastham
Subject: RE: Saltbox

Amol, find attached the 2031 flows that exclude the development assumptions for Salt Box Farm included within the Arun Local Plan model. Due to the way in which the ALP model is zoned, this hasn't been a straightforward process. The following is an explanation from Guy as to how the flows in the spreadsheet have been derived.

For the Salt Box flows from the Final Mitigation strategy the access has been moved to the north. Unfortunately it has not proved possible to completely isolate the Salt Box, as it is modelled together in one zone with Rowan Park, which shares the same access. Having now seen Systra's revised model coding, the new access position on the A29 is in my view too far to the north, which may have assisted the trip assignment in sending some trips via alternative routes avoiding the A259.

I've used three model scenarios:

- 1. 2031 Reference Case – 2031 forecast flows with no development at EBR (other than Rolls Royce) or on Arun Local Plan strategic sites (other than existing consents).*
- 2. 2031 No Mitigation – 2031 forecast flows with full EBR and Arun Local Plan but no highway capacity mitigation schemes offsite.*
- 3. 2031 Final Mitigation – 2031 forecast flows with full EBR and Arun Local Plan and final mitigation strategy*

I've attached a spreadsheet of the turning flows at the two A29/A259 roundabouts. The roundabouts are shown on separate tables, so it doesn't provide an O-D matrix following trips through the complete double junction system, just the turns at each roundabout.

There are three tabs on the spreadsheet. The third tab is probably of the most interest.

- * The first tab shows 1 and 2 and the net difference*

- The second tab shows 1 and 3 and the net difference
- The third tab shows Salt Box+Rowan Way and 3 and the net difference. This net difference will effectively equal the 2031 forecast flows without Salt Box or Rowan Park, but with all other EBR and Local Plan sites and the full mitigation strategy. It won't be quite the same as if a new model run was made to show that, due to trip reassignment caused by changed travel conditions.

This data should now enable you to complete the sensitivity test as previously discussed, and allow for a comparison between the assumptions for Salt Box as included within the ALP model.

Kind regards

Ian Gledhill

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From: Amol Pisal [REDACTED]
Sent: 13 November 2017 15:58
To: Guy Perfect
Cc: Ian Gledhill; Tony Chapman
Subject: Saltbox

Hi Guy and Ian

Following my discussion with Guy, I understand that you are in receipt of the traffic data from Systra. Is the data (2031 Reference flows) ready?

The client has been in touch with Systra and I understand that they have provided you with the data week ago? As you know the timing is very crucial due to the committee deadline.

Ian, the client is getting really anxious; understandably; so please could or Guy provide us with the 2031 reference flows (minus Salt Box flows) so that we can undertake the sensitivity test that we volunteered to do.

Thank you

Regards

Amol

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2031 Reference Case: no EBR & no Arun Local Plan devt
vs

2031 Arun Local and EBR: no mitigation

A29/Rowan Way Roundabout		AM Peak				PM Peak	
Entry	Exit	Ref case	With Devt	Change	%	Ref case	With Devt
A259 Rowan Way	A29 N	969	947	-22	-2.3	1053	1144
	Steyning Way	0	0	0	#DIV/0!	0	0
	A29 S	65	4	-61	-93.8	77	78
	U	0	0	0	#DIV/0!	0	0
Total		1034	951	-83	-8.0	1130	1222
A29 Shripney Rd N	Steyning Way	0	0	0	#DIV/0!	0	0
	A29 S	780	767	-13	-1.7	1029	1017
	Rowan Way	456	613	157	34.4	971	1361
	U	0	0	0	#DIV/0!	0	1
Total		1236	1380	144	11.7	2000	2379
Steyning Way	A29 S	0	0	0	#DIV/0!	0	0
	Rowan Way	0	0	0	#DIV/0!	0	0
	A29 N	0	0	0	#DIV/0!	0	0
	U	0	0	0	#DIV/0!	0	0
Total		0	0	0	#DIV/0!	0	0
A29 Shripney Rd S	Rowan Way	15	15	0	0.0	59	60
	A29 N	752	1103	351	46.7	661	800
	Steyning Way	0	0	0	#DIV/0!	0	0
	U	12	12	0	0.0	0	2
Total		779	1130	351	45.1	720	862
Junction Total		3049	3461	412	13.5	3850	4463

* Steyning Way zero as not modelled

In the no-mitigation scenario the Salt Box and Rowan Park are served directly from the Felpham Way rc

Change	%
91	8.6
0 #DIV/0!	
1	1.3
0 #DIV/0!	
92	8.1
0 #DIV/0!	
-12	-1.2
390	40.2
1 #DIV/0!	
379	19.0
0 #DIV/0!	
0 #DIV/0!	
0 #DIV/0!	
0 #DIV/0!	
0 #DIV/0!	
1	1.7
139	21.0
0 #DIV/0!	
2 #DIV/0!	
142	19.7
613	15.9

undabout

A29/Felpham Relief Road Rdbt		AM Peak		
Entry	Exit	Ref case	With Devt	Change
A29 Shripney Rd N	A259 E	57	62	5
	Oldlands farm	9	52	43
	A29 S	562	991	429
	Salt Box & Row	0	49	49
Total		628	1154	526
A259 Relief Road	Oldlands Farm	50	87	37
	A29 S	667	360	-307
	A29 N	172	180	8
	Salt Box & Row	0	89	89
Total		889	716	-173
Oldlands Farm	A29 S	7	12	5
	A29 N	19	44	25
	A259 E	19	36	17
	Salt Box & Row	0	0	0
Total		45	92	47
A29 Shripney Rd S	A29 N	690	991	301
	A259 E	978	559	-419
	Oldlands Farm	54	242	188
	Salt Box & Row	0	255	255
Total		1722	2047	325
Salt Box & Rowan Pl	A29 N	0	32	32
	A259 E	0	27	27
	Oldlands Farm	0	0	0
	A29 S	0	8	8
Total		0	67	67
Junction	Total	3284	4076	792

PM Peak

%	Ref case	With Devt	Change	%
8.8	85	47	-38	-44.7
477.8	2	6	4	200.0
76.3	1025	1169	144	14.0
#DIV/0!	0	4	4	#DIV/0!
83.8	1112	1226	114	10.3
74.0	3	6	3	100.0
-46.0	909	803	-106	-11.7
4.7	77	59	-18	-23.4
#DIV/0!	0	5	5	#DIV/0!
-19.5	989	873	-116	-11.7
71.4	65	197	132	203.1
131.6	12	34	22	183.3
89.5	8	66	58	725.0
#DIV/0!	0	0	0	#DIV/0!
104.4	85	297	212	249.4
43.6	653	792	139	21.3
-42.8	1039	1074	35	3.4
348.1	21	44	23	109.5
#DIV/0!	0	33	33	#DIV/0!
18.9	1713	1943	230	13.4
#DIV/0!	0	36	36	#DIV/0!
#DIV/0!	0	70	70	#DIV/0!
#DIV/0!	0	0	0	#DIV/0!
#DIV/0!	0	207	207	#DIV/0!
#DIV/0!	0	313	313	#DIV/0!
24.1	3899	4652	753	19.3

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2031 Reference Case: no EBR & no Arun Local Plan devt

vs

2031 Arun Local and EBR: final mitigation

A29/Rowan Way Roundabout		AM Peak				PM Peak	
Entry	Exit	Ref case	With Devt	Change	%	Ref case	With Devt
A259 Rowan Way	A29 N	969	1438	469	48.4	1053	1189
	Steyning Way	0	0	0	#DIV/0!	0	0
	A29 S	65	83	18	27.7	77	108
	U	0	0	0	#DIV/0!	0	0
Total		1034	1521	487	47.1	1130	1297
A29 Shripney Rd N	Steyning Way	0	0	0	#DIV/0!	0	0
	A29 S	780	977	197	25.3	1029	1161
	Rowan Way	456	913	457	100.2	971	1552
	U	0	0	0	#DIV/0!	0	0
Total		1236	1890	654	52.9	2000	2713
Steyning Way	A29 S	0	0	0	#DIV/0!	0	0
	Rowan Way	0	0	0	#DIV/0!	0	0
	A29 N	0	0	0	#DIV/0!	0	0
	U	0	0	0	#DIV/0!	0	0
Total		0	0	0	#DIV/0!	0	0
A29 Shripney Rd S	Rowan Way	15	52	37	246.7	59	60
	A29 N	752	1080	328	43.6	661	812
	Steyning Way	0	0	0	#DIV/0!	0	0
	U	12	12	0	0.0	0	2
Total		779	1144	365	46.9	720	874
Junction	Total	3049	4555	1506	49.4	3850	4884

* Steyning Way zero as not modelled

Change	%
136	12.9
0 #DIV/0!	
31	40.3
0 #DIV/0!	
167	14.8
0 #DIV/0!	
132	12.8
581	59.8
0 #DIV/0!	
713	35.7
0 #DIV/0!	
0 #DIV/0!	
0 #DIV/0!	
0 #DIV/0!	
0 #DIV/0!	
1	1.7
151	22.8
0 #DIV/0!	
2 #DIV/0!	
154	21.4
1034	26.9

A29/Felpham Relief Road Rdbt		AM Peak		
Entry	Exit	Ref case	With Devt	Change
A29 Shripney Rd N	A259 E	57	75	18
	Oldlands Farm	9	40	31
	A29 S	562	673	111
	U	0	0	0
Total		628	788	160
A259 Relief Road	Oldlands Farm	50	91	41
	A29 S	667	913	246
	A29 N	172	121	-51
	U	0	0	0
Total		889	1125	236
Oldlands Farm	A29 S	7	38	31
	A29 N	19	17	-2
	A259 E	19	36	17
	U	0	0	0
Total		45	91	46
A29 Shripney Rd S	A29 N	690	1302	612
	A259 E	978	967	-11
	Oldlands Farm	54	249	195
	U	0	0	0
Total		1722	2518	796
Junction		3284	4522	1238

PM Peak

%	Ref case	With Devt	Change	%
31.6	85	66	-19	-22.4
344.4	2	7	5	250.0
19.8	1025	1624	599	58.4
#DIV/0!	0	0	0	#DIV/0!
25.5	1112	1697	585	52.6
82.0	3	6	3	100.0
36.9	909	892	-17	-1.9
-29.7	77	45	-32	-41.6
#DIV/0!	0	0	0	#DIV/0!
26.5	989	943	-46	-4.7
442.9	65	194	129	198.5
-10.5	12	38	26	216.7
89.5	8	65	57	712.5
#DIV/0!	0	0	0	#DIV/0!
102.2	85	297	212	249.4
88.7	653	825	172	26.3
-1.1	1039	1131	92	8.9
361.1	21	44	23	109.5
#DIV/0!	0	0	0	#DIV/0!
46.2	1713	2000	287	16.8
37.7	3899	4937	1038	26.6

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2031 Salt Box and Rowan Park Development Generated flows only (see column *Salt Box + RP*)
vs
2031 Arun Local and EBR: final mitigation (see column *All Traffic*)

A29/Rowan Way Roundabout		AM Peak				PM Peak
Entry	Exit	<i>Salt Box + RP</i>	<i>All Traffic</i>	<i>Change</i>	%	<i>Salt Box + RP</i>
A259 Rowan Way	A29 N	154	1438	1284	833.8	28
	Steyning Way	0	0	0	#DIV/0!	0
	A29 S	0	83	83	#DIV/0!	0
	U	0	0	0	#DIV/0!	0
Total		154	1521	1367	887.7	28
A29 Shripney Rd N	Steyning Way	0	0	0	#DIV/0!	0
	A29 S	4	977	973	24325.0	76
	Rowan Way	9	913	904	10044.4	106
	U	0	0	0	#DIV/0!	0
Total		13	1890	1877	14438.5	182
Steyning Way	A29 S	0	0	0	#DIV/0!	0
	Rowan Way	0	0	0	#DIV/0!	0
	A29 N	0	0	0	#DIV/0!	0
	U	0	0	0	#DIV/0!	0
Total		0	0	0	#DIV/0!	0
A29 Shripney Rd S	Rowan Way	0	52	52	#DIV/0!	0
	A29 N	94	1080	986	1048.9	1
	Steyning Way	0	0	0	#DIV/0!	0
	U	0	12	12	#DIV/0!	0
Total		94	1144	1050	1117.0	1
Junction Total		261	4555	4294	1645.2	211

* Steyning Way zero as not modelled

<i>All Traffic</i>	<i>Change</i>	<i>%</i>
1189	1161	4146.4
0	0	#DIV/0!
108	108	#DIV/0!
0	0	#DIV/0!
1297	1269	4532.1
0	0	#DIV/0!
1161	1085	1427.6
1552	1446	1364.2
0	0	#DIV/0!
2713	2531	1390.7
0	0	#DIV/0!
0	0	#DIV/0!
0	0	#DIV/0!
0	0	#DIV/0!
0	0	#DIV/0!
60	60	#DIV/0!
812	811	81100.0
0	0	#DIV/0!
2	2	#DIV/0!
874	873	87300.0
4884	4673	2214.7

A29/Felpham Relief Road Rdbt AM Peak

<i>Entry</i>	<i>Exit</i>	<i>Salt Box + RP</i>	<i>All Traffic</i>
A29 Shripney Rd N	A259 E	17	75
	Oldlands Farm	0	40
	A29 S	13	673
	U	0	0
Total		30	788
A259 Relief Road	Oldlands Farm	0	91
	A29 S	0	913
	A29 N	74	121
	U	0	0
Total		74	1125
Oldlands Farm	A29 S	0	38
	A29 N	0	17
	A259 E	0	36
	U	0	0
Total		0	91
A29 Shripney Rd S	A29 N	248	1302
	A259 E	0	967
	Oldlands Farm	0	249
	U	0	0
Total		248	2518
Junction		Total	
		352	4522

Change	%
58	341.2
40	#DIV/0!
660	5076.9
0	#DIV/0!
758	2526.7
91	#DIV/0!
913	#DIV/0!
47	63.5
0	#DIV/0!
1051	1420.3
38	#DIV/0!
17	#DIV/0!
36	#DIV/0!
0	#DIV/0!
91	#DIV/0!
1054	425.0
967	#DIV/0!
249	#DIV/0!
0	#DIV/0!
2270	915.3
4170	1184.7

PM Peak

Salt Box + RP	All Traffic	Change	%
36	66	30	83.3
0	7	7	#DIV/0!
182	1624	1442	792.3
0	0	0	#DIV/0!
218	1697	1479	678.4
0	6	6	#DIV/0!
0	892	892	#DIV/0!
3	45	42	1400.0
0	0	0	#DIV/0!
3	943	940	31333.3
0	194	194	#DIV/0!
0	38	38	#DIV/0!
0	65	65	#DIV/0!
0	0	0	#DIV/0!
0	297	297	#DIV/0!
29	825	796	2744.8
0	1131	1131	#DIV/0!
0	44	44	#DIV/0!
0	0	0	#DIV/0!
29	2000	1971	6796.6
250	4937	4687	1874.8