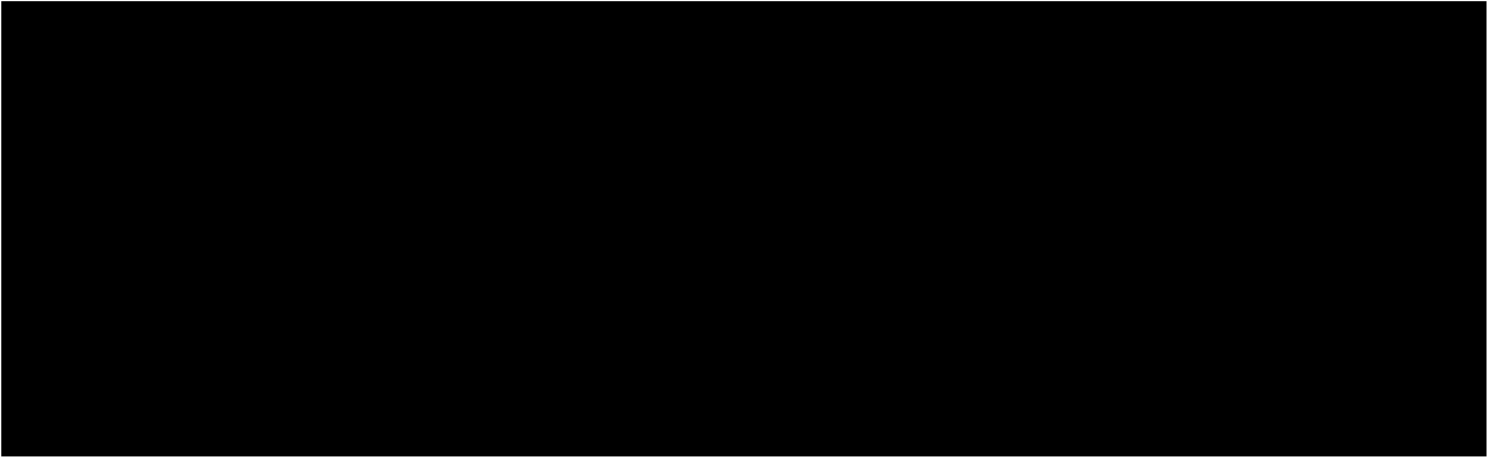




From: Michael Eastham
Sent: 18 April 2019 09:02
To: 'Ian Gledhill'
Cc: Planning.Responses; [REDACTED]
Subject: FW: Salt Box 2031 Traffic Assumptions - BE/135/18/PL

Hi Ian,

Please see the email below and the attachments from the applicant responding to the Local Highway Authority regarding BE/135/18/PL – Salt Box.

Kind regards,

Michael

From: Nia Russell [REDACTED]
Sent: 18 April 2019 08:58
To: Michael Eastham
Cc: Arfon Hughes
Subject: Fwd: Salt Box 2031 Traffic Assumptions

Michael

Please see response below from Tony Chapman to Ian Gledhill's query on the growth data used for the TA.

Kind Regards

Nia

Nia Russell
Associate
Mango Planning & Development Limited
Number Two Waterton Park
Bridgend CF31 3PH



Begin forwarded message:

From: Tony Chapman <[REDACTED]>
Subject: RE: Salt Box 2031 Traffic Assumptions
Date: 17 April 2019 at 13:27:22 BST
To: Ian Gledhill <[REDACTED]>
Cc: Nia Russell [REDACTED]

Hi Ian

The 2031 am and pm base flows were derived from the Arun District Local Plan Study that was prepared by Systra in 2017 and it is my understanding that the 2017 base flows included the committed developments in both the Arun and Chichester Local Plans.

Amol extracted the data from the Systra Study to use in the TA for the approved hybrid planning application and the 2031 base flows were then also used in the TA for the current application for the Aldi store and the car showroom.

I trust this answers your query.

Regards Tony

Tony Chapman BSc, C.Eng, MICE, MCIHT, MCIWEM
Director
ADL Traffic and Highways Engineering Ltd
ADL House, The Oaklands Business Park
Armstrong Way, Yate, BS37 5NA.

From: Ian Gledhill [REDACTED]
Sent: 16 April 2019 13:06
To: Tony Chapman [REDACTED]
Subject: Salt Box 2031 Traffic Assumptions

Hello Tony, a point has come up regarding the Salt Box development. Can I confirm what growth is counted within the weekday 2031 base modelling in the TA? Does this include traffic arising from the made Arun Local Plan? My understanding is that the base does, however this isn't categorically stated within the TA.

I look forward to your confirmation.

Kind regards

Ian Gledhill

Ian Gledhill BSc MCIHT | Principal Planner – County Highways - Planning Services, West Sussex County Council | Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1RH
[REDACTED]

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ARLINGTON DISTRICT COUNCIL BE/195/18/PL

Saltbox Farm Flow Changes for A27 Chichester Bypass - Chichester and Arun

Combined 2031 flows

For the A27 Chichester Bypass, this takes Chichester Local Plan Flows from CATM model. This excludes the impact of Arun Local Plan strategic sites other than EBR, notably the

Combined Turning Flows in PCU All turning moves are numbered in clockwise order

AM Peak

Stockbridge Road Junction

Road Number	Road Name	Compass Direction From	Turn (clockwise order)	With Chichester Local Plan + EBR
A286	Stockbridge Rd	North	1	434
			2	176
			3	181
A27	Chichester Bypass East		1	234
			2	2230
			3	988
A286	Stockbridge Rd	South	1	1183
			2	76
			3	472
A27	Chichester Bypass West		1	328
			2	2192
			3	330

Whyke Junction

B2145	Whyke Road	North	1	74
			2	22
			3	124
A27	Chichester Bypass East		1	318
			2	1777
			3	208
B2145	Whyke Road	South	1	621
			2	87
			3	290
A27	Chichester Bypass West		1	443
			2	1949
			3	171

Bognor Road Junction

A259	Bognor Road	West	1	15
			2	338
			3	39
			4	292

A27	Chichester Bypas North	5	7
		1	7
		2	31
		3	1953
		4	736
A259	Bognor Road East	5	10
		1	22
		2	318
		3	462
		4	8
	Vinnetrow Road South	5	0
		1	0
		2	0
		3	0
		4	0
A27	Chichester Bypas SouthWest	5	0
		1	75
		2	1477
		3	558
		4	3
		5	0

Note: U turn movements are suppressed for Stockbridge and Whyke junctions as they

Local Plans

del and adds net flow differences with EBR derived from Arun Local Plan Transport Study at Pagham and West of Bersted

order starting from the first left hand turn

PM Peak

Stockbridge Road Junction

Road Number	Road Name	Compass Direction From	Turn (clockwise order)	With Chichester Local Plan + EBR
A286	Stockbridge Rd	North	1	574
			2	288
			3	378
A27	Chichester Bypass East		1	370
			2	2575
			3	411
A286	Stockbridge Rd	South	1	441
			2	84
			3	300
A27	Chichester Bypass West		1	336
			2	2622
			3	530
B2145	Whyke Road	North	1	221
			2	41
			3	552
A27	Chichester Bypass East		1	257
			2	1848
			3	160
B2145	Whyke Road	South	1	301
			2	206
			3	400
A27	Chichester Bypass West		1	341
			2	1873
			3	560
A259	Bognor Road	West	1	75
			2	278
			3	183
			4	70

			5	0
A27	Chichester Bypass North		1	86
			2	260
			3	2031
			4	252
			5	9
A259	Bognor Road	East	1	26
			2	506
			3	220
			4	-24
			5	0
	Vinnetrow Road	South	1	0
			2	0
			3	0
			4	0
			5	0
A27	Chichester Bypass SouthWest		1	100
			2	1499
			3	815
			4	36
			5	0

' do not exceed 1 PCU but are included at Bognor Road Junction

dy modelling

A27 Chichester Bypass Flow Changes - Chichester and Arun Local Plans

Chichester District Local Plan Study - Jacobs 2013

Turning Flows in PCU All turning moves are numbered in clockwise order starting from

AM Peak

Stockbridge Road Junction

Road Number	Road Name	Compass Direction From	Turn (clockwise order)	2031 Reference	2031 Local Plan & Mitigation	Difference
A286	Stockbridge Rd	North	1	296	436	140
			2	99	175	76
			3	4	181	177
A27	Chichester Bypass: East		1	93	239	146
			2	2059	2225	166
			3	287	981	694
A286	Stockbridge Rd	South	1	436	1194	758
			2	375	62	-313
			3	299	478	179
A27	Chichester Bypass: West		1	139	328	189
			2	1587	2189	602
			3	172	332	160

Whyke Junction

B2145	Whyke Road	North	1	70	75	5
			2	31	21	-10
			3	165	123	-42
A27	Chichester Bypass: East		1	212	343	131
			2	2054	1779	-275
			3	114	208	94
B2145	Whyke Road	South	1	328	612	284
			2	201	76	-125
			3	418	325	-93
A27	Chichester Bypass: West		1	256	438	182
			2	1785	1958	173
			3	49	172	123

Bognor Road Junction

A259	Bognor Road	West	1	6	14	8
			2	343	333	-10
			3	40	39	-1
			4	224	292	68
			5	3	7	4

A27	Chichester Bypass: North	1	126	2	-124
		2	30	34	4
		3	1819	1984	165
		4	351	737	386
		5	1	8	7
A259	Bognor Road East	1	0	0	0
		2	501	318	-183
		3	309	486	177
		4	2	7	5
		5	0	0	0
	Vinnetrow Road South	1	0	0	0
		2	256	0	-256
		3	56	0	-56
		4	0	0	0
		5	0	0	0
A27	Chichester Bypass: SouthWest	1	191	73	-118
		2	1430	1532	102
		3	472	550	78
		4	45	3	-42
		5	0	0	0

Note: U turn movements are suppressed for Stockbridge and Whyke junctions as they d

from the first left hand turn

PM Peak

Stockbridge Road Junction

Road Number	Road Name	Compass Direction	Turn (clockwise order)	2031 Reference	2031 Local Plan	Difference
					& Mitigation	
A286	Stockbridge Rd	North	1	123	565	442
			2	268	295	27
			3	89	380	291
A27	Chichester Bypass East		1	207	354	147
			2	1928	2597	669
			3	99	410	311
A286	Stockbridge Rd	South	1	324	440	116
			2	164	81	-83
			3	220	304	84
A27	Chichester Bypass West		1	132	336	204
			2	2101	2618	517
			3	303	524	221
B2145	Whyke Road	North	1	6	211	205
			2	99	123	24
			3	260	498	238
A27	Chichester Bypass East		1	306	266	-40
			2	2028	1927	-101
			3	14	160	146
B2145	Whyke Road	South	1	66	280	214
			2	75	196	121
			3	376	402	26
A27	Chichester Bypass West		1	178	305	127
			2	1811	1998	187
			3	75	462	387
A259	Bognor Road	West	1	33	42	9
			2	318	283	-35
			3	165	152	-13
			4	217	54	-163
			5	0	0	0

A27	Chichester Bypas North	1	77	79	2
		2	219	286	67
		3	1732	2115	383
		4	148	187	39
		5	3	9	6
A259	Bognor Road East	1	0	0	0
		2	473	554	81
		3	194	191	-3
		4	2	18	16
		5	0	0	0
	Vinnetrow Road South	1	130	0	-130
		2	123	0	-123
		3	49	0	-49
		4	5	0	-5
		5	0	0	0
A27	Chichester Bypas SouthWest	1	157	98	-59
		2	1102	1582	480
		3	685	851	166
		4	19	37	18
		5	0	0	0

o not exceed 1 PCU but are included at Bognor Road Junction

A27 Chichester Bypass Flow Changes - Chichester and Arun Local Plans

Arun District Local Plan Study - Systra 2017

Turning Flows in PCU All turning moves are numbered in clockwise order starting from North

AM Peak

Stockbridge Road Junction

Road Number	Road Name	Compass Direction From	Turn (clockwise order)	2031 Reference	2031 Reference with EBR	Difference
A286	Stockbridge Rd	North	1	15	13	-2
			2	78	79	1
			3	55	55	0
A27	Chichester Bypass East		1	213	208	-5
			2	1577	1582	5
			3	155	162	7
A286	Stockbridge Rd	South	1	294	283	-11
			2	150	164	14
			3	161	155	-6
A27	Chichester Bypass West		1	101	101	0
			2	1209	1212	3
			3	294	292	-2

Whyke Junction

B2145	Whyke Road	North	1	2	1	-1
			2	119	120	1
			3	142	143	1
A27	Chichester Bypass East		1	224	199	-25
			2	1295	1293	-2
			3	0	0	0
B2145	Whyke Road	South	1	507	516	9
			2	515	526	11
			3	301	266	-35
A27	Chichester Bypass West		1	166	171	5
			2	828	819	-9
			3	390	389	-1

Bognor Road Junction

A259	Bognor Road	West	1	125	126	1
			2	444	449	5
			3	28	28	0
			4	0	0	0
			5	0	0	0
A27	Chichester Bypass North		1	5	10	5

			2	60	57	-3
			3	1154	1123	-31
			4	313	312	-1
			5	10	12	2
A259	Bognor Road	East	1	77	99	22
			2	369	369	0
			3	498	474	-24
			4	79	80	1
			5	0	0	0
	Vinnetrow Road	South	1	0	0	0
			2	0	0	0
			3	0	0	0
			4	0	0	0
			5	0	0	0
A27	Chichester Bypass	SouthWest	1	0	2	2
			2	784	729	-55
			3	347	355	8
			4	0	0	0
			5	0	0	0

Note: U turn movements are not reported for Stockbridge and Whyke junctions as the
Note: Vinnetrow Road flows have been included as if exit only from the Bognor Road I

ng from the first left hand turr

PM Peak

Stockbridge Road Junction

Road Number	Road Name	Compass Direction From	Turn (clockwise order)	2031 Reference
A286	Stockbridge Rd	North	1	19
			2	130
			3	41
A27	Chichester Bypass East		1	194
			2	1244
			3	3
A286	Stockbridge Rd	South	1	525
			2	149
			3	228
A27	Chichester Bypass West		1	5
			2	1236
			3	659
B2145	Whyke Road	North	1	0
			2	757
			3	364
A27	Chichester Bypass East		1	188
			2	609
			3	0
B2145	Whyke Road	South	1	467
			2	100
			3	258
A27	Chichester Bypass West		1	45
			2	943
			3	495
A259	Bognor Road	West	1	94
			2	609
			3	104
			4	3
			5	0
A27	Chichester Bypass North		1	39

			2	94
			3	584
			4	212
			5	0
A259	Bognor Road	East	1	70
			2	238
			3	493
			4	164
			5	0
	Vinnetrow Road	South	1	0
			2	0
			3	0
			4	0
			5	0
A27	Chichester Bypass	SouthWest	1	2
			2	965
			3	233
			4	1
			5	0

ay do not exceed 1 PCU but are included at Bognor Road Junction
Roundabout

2031
Referenc
w with **Differenc**
EBR **e**

28	9
123	-7
39	-2
210	16
1222	-22
4	1
526	1
152	3
224	-4
5	0
1240	4
665	6

10	10
675	-82
418	54
179	-9
530	-79
0	0
488	21
110	10
256	-2
81	36
818	-125
593	98

127	33
604	-5
135	31
19	16
0	0
46	7

68	-26
500	-84
277	65
0	0
96	26
190	-48
522	29
122	-42
0	0
0	0
0	0
0	0
0	0
0	0
4	2
882	-83
197	-36
0	-1
0	0

A29 and A259 Junctions near Bognor Regis and Felpham - Arun Local Plan

Arun District Local Plan Study - Systra 2017

Turning Flows in PCU All turning moves are numbered in clockwise order starting from North

AM Peak

A259 / B2132 Comet Corner Staggered Crossroads

Road Number	Road Name	Compass Direction From	Turn (clockwise order)	2031 Reference	2031 Reference with EBR	Difference
B2132	Bilsham Rd	North	1	0	0	0
			2	49	49	0
			3	83	82	-1
A259	Grevatt's Lane	East	1	25	26	1
			2	829	891	62
			3	0	0	0
B2132	Yapton Road	South	1	0	0	0
			2	40	38	-2
			3	105	101	-4
A259	Worms Lane	West	1	125	122	-3
			2	1125	1135	10
			3	0	0	0

A29 Shripney Road / A259 Rowan Way roundabout

A29	Shripney Road	North	1	0	0	0
			2	612	551	-61
			3	840	825	-15
Not Modell	Steyning Way	East	1	0	0	0
			2	0	0	0
			3	0	0	0
A29	Shripney Rd	South	1	1	2	1
			2	622	951	329
			3	0	0	0
A259	Rowan Way	West	1	950	921	-29
			2	0	0	0
			3	0	0	0

A29 Shripney Road / A259 Felpham Relief Road roundabout

site access	Salt Box & Rowan	West	1	0	12	12
			2	0	27	27
			3	0	0	0
			4	0	27	27

A29	Shripney Road	Northwest	1	58	72	14
			2	17	48	31
			3	636	600	-36
			4	0	48	48
A259	Felpham Relief Road	Northeast	1	47	91	44
			2	797	710	-87
			3	0	94	94
			4	92	73	-19
site access	Oldlands Farm	Southeast	1	19	38	19
			2	0	0	0
			3	8	16	8
			4	18	37	19
A29	Shripney Road	South	1	0	251	251
			2	810	757	-53
			3	715	624	-91
			4	48	241	193

Note: U turn movements are not reported as they are all zero

ing from the first left hand turr

PM Peak

A259 / B2132 Comet Corner Staggered Crossroads

Road Number	Road Name	Compass Direction From	Turn (clockwise order)	2031 Reference	2031 Reference with EBR
B2132	Bilsham Rd	North	1	0	0
			2	55	60
			3	87	85
A259	Grevatt's Lane	East	1	336	323
			2	956	969
			3	0	0
B2132	Yapton Road	South	1	0	0
			2	65	74
			3	108	64
A259	Worms Lane	West	1	89	83
			2	962	967
			3	0	0

A29 Shripney Road / A259 Rowan Way roundabout

A29	Shripney Road	North	1	0	0
			2	797	824
			3	1055	1242
Not Modell Steyning Way		East	1	0	0
			2	0	0
			3	0	0
A29	Shripney Rd	South	1	22	21
			2	561	512
			3	0	0
A259	Rowan Way	West	1	1004	981
			2	0	0
			3	0	0

A29 Shripney Road / A259 Felpham Relief Road roundabout

site access Salt Box & Rowan West	1	0	36
	2	0	71
	3	0	0
	4	0	206

A29	Shripney Road	Northwest	1	65	58
			2	3	6
			3	1019	932
			4	0	4
A259	Felpham Relief Ro	Northeast	1	3	6
			2	765	733
			3	0	4
			4	152	143
site access	Oldlands Farm	Southeast	1	68	196
			2	0	0
			3	10	34
			4	7	68
A29	Shripney Road	South	1	0	33
			2	667	580
			3	877	835
			4	21	45

Difference

0
5
-2
-13
13
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-44
-6
5
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-1
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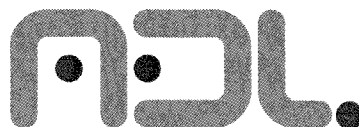
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24
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24



ADL Traffic and Highways Engineering Ltd

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**TRANSPORT ASSESSMENT
PROPOSED MIXED USE DEVELOPMENT
SALTBOX SITE, SHRIPNEY ROAD
BOGNOR REGIS**

Landlink Estates
1st Floor
34 Dover Street
London
W1S 4NG

ADL/LRJ/3503/09A

August 2017

Directors: A. J. Mendelsohn MSc, BSc (Hons), MIHT, MCIT L. E. Randall-Jones MSc, MIHT, MCILT, Dip. TE

A. M. Chapman CEng, BSc, MICE, MIHT, MCIWEM

Associate Directors: C. M. Chapman BSc (Hons) R. J. Green BA (Hons), MSc C. Turner BEng (Hons), MCIHT

Registered at the address above in England number 3121125 VAT Registration No. 674 4017 36

London Office: 1 Coldbath Square, London EC1R 5HL

4.0 BASELINE DATA

4.1 2031 Reference Traffic Flows

4.1.1 ADL obtained the 2031 Reference AM and PM peak hour flows from WSCC. These flows contain all the committed developments up to 2031. The flows were obtained in passenger car units (pcus) for the following four junctions:

- Junction 1 - A29/A259 Felpham Relief Road Roundabout;
- Junction 2 - A29/A259 Rowan Way Roundabout;
- Junction 3 - A259/B2132 staggered junction; and,
- Junction 4 - A259/A27 Chichester Bypass Roundabout.

4.1.2 It is noted that 2031 reference scenario did not contain flows along Steyning Way arm of the A29/A259 Rowan Way roundabout. Mr Gledhill of WSCC advised that a turning count would need to be undertaken at this roundabout to determine the flows entering and exiting the Steyning Way arm of the roundabout.

4.1.3 For this purpose, ADL commissioned Axiom to undertake turning movement count at A291/A259 Rowan Way roundabout on 16th May 2017 during AM (07:00-10:00 hours) and PM (15:00-18:00 hours) periods. The traffic data is provided in Appendix 5.0 and peak hour results for Steyning Way are summarised in Table 4A.

Table 4A Steyning Way: 2017 Survey (Peak Hours)

AM Peak Hour				PM Peak Hour			
From	No of Vehicles	To	No of Vehicles	From	No of Vehicles	To	No of Vehicles
A29 (N)	204	A29 (N)	58	A29 (N)	108	A29 (N)	135
Rowan Way	93	Rowan Way	40	Rowan Way	62	Rowan Way	140
A29 (S)	139	A29 (S)	63	A29 (S)	71	A29 (S)	152
Total	436	Total	161	Total	241	Total	427

4.1.4 The peak hour flows in Table 4A have been converted into PCUs and added to the WSCC's 2031 Reference flows to obtain 2031 adjusted Reference flows. The flows adjusted across A29/A259 Felpham Relief Road Roundabout, A29/A259 Rowan Way Roundabout are shown in Appendices 6.1 and 6.2 for the AM and PM peak hours respectively. The A259/B2132 staggered junction and A259/A27 Chichester Bypass roundabout are shown in Appendices 7.0 and 8.0 respectively.