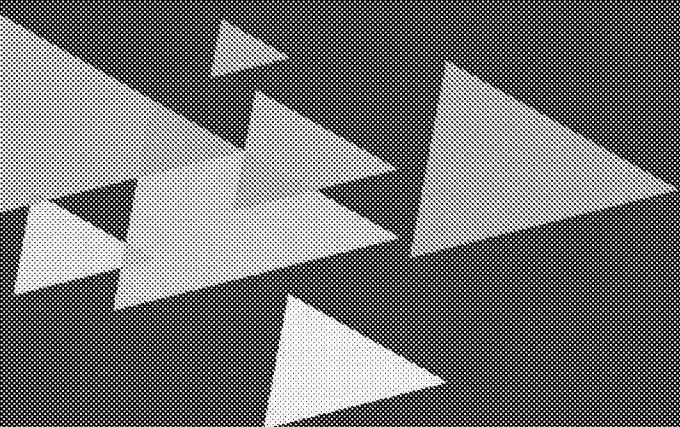




Proposed Residential Development
Shripney Road, Shripney, West Sussex

Transport Statement

For

LNT Construction

Document Control Sheet

Proposed Residential Development
Shripney Road, Shripney, West Sussex
LNT Construction

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
16 th October 2021	1 st Draft	Charlie Hiscott	Chris Saunders

Motion
9 Greyfriars
Reading

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1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of LNT Construction to support a full planning application for a 66-bed care home facility (Use Class C2) alongside associated parking, amenity space together with cycle and refuse storage, following the demolition of the existing dwelling and outbuildings.
- 1.2 The site is located on the eastern side of Shripney Road within Shripney village and within the administrative boundaries of Arun District Council and West Sussex County Council. Shripney Road is classified as the A29, which provides access to the A27 and Fontwell in the north and Bognor Regis in the south.
- 1.3 The site benefits from previous planning consents which were as follows.
 - ✧ to construct a new access onto the A29 Shripney Road and the erection of 20 dwellings (Ref BE/63/17/OUT).
 - ✧ the erection of 31 dwellings using the previously approve access point (REF BE/69/19/OUT).
- 1.4 It is noteworthy that the later consent was approved at an appeal by the Planning Inspectorate.
- 1.5 The site is accessible by the more sustainable modes of travel including foot, cycle and public transport with the nearest bus stops approximately 100 metres to the north of the site access on Shripney Road.
- 1.6 The proposals comprise the construction of a 66-bed care home facility, parking, amenity space and cycle and refuse storage. The vehicular access strategy will utilise the access arrangement previously consented and subsequently approved by the Planning Inspector in October 2019.
- 1.7 This report demonstrates that:
 - ✧ The site accords with national and local policies relevant to transport;
 - ✧ The site is accessible by public transport, walking and cycling;
 - ✧ The highway network is not subject to any defects that lead to an abnormally high accident rate;
 - ✧ Suitable and appropriate access to the site can be achieved from Shripney Road;
 - ✧ Improvements to the public highway will be carried out as part of this scheme; and
 - ✧ The levels of traffic associated with the proposal will not lead to any demonstrable harm being caused to the existing operation and free-flow of traffic on the adjoining highway network.
- 1.8 Following this introduction, the Transport Statement is split into six sections as follows:
 - ✧ Section 2 outlines the transport planning policies that are considered to be pertinent to this application.
 - ✧ Section 3 considers the existing use of the site, review the accessibility of the site by all modes of transport and assesses local road safety records.
 - ✧ Section 4 provides an overview of the proposed development together with the details related to access, parking and servicing strategies that will be adopted.
 - ✧ Section 5 assesses the trip generating potential of the proposals by all travel modes and the likely traffic impact associated with the proposals upon the local highway network.
 - ✧ Section 6 summarises the key findings and conclusions of the report.

2.0 Policy

Overview

- 2.1 There are several documents that contain planning policies relevant to transport. The key policy documents which set the context for the development proposals include:

- National Planning Policy Framework – July 2021; and
- Arun Local Plan – July 2018.

National Planning Policy Framework

- 2.2 The National Planning Policy Framework (NPPF) July 2021 sets out the Government's planning policies for England and how they are expected to be applied.

- 2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 104 says that;

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."*

- 2.4 Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 105 states that:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

- 2.5 Off-street parking provision is referred to by Paragraph 107, which says that:

In setting local parking standards for development, local planning authorities should take into account:

- a) The accessibility of the development;*
- b) the type, mix and use of the development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and,*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

2.6 Paragraph 106 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.7 Paragraph 110 addresses the relationship between development and sustainable transport as follows:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code, and;

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

A footnote to sub paragraph c states:

"Policies and decisions should not make use of or reflect the former Design Bulletin 32, which was withdrawn in 2007."

2.8 Paragraph 111 says that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.9 Paragraph 112 states:

Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and,

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.10 Paragraph 113 states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

2.11 The Arun Local Plan 2018

2.12 Local policy is provided by the Arun Local Plan which was adopted in July 2018 and sets out the vision for Arun up to 2031. The document includes the strategic and development policies for the local area and the policies relevant to the proposed development are as follows:

Policy T SP1 – Transport and Development

"To ensure that growth in the District strengthens Arun's economic base, reduces congestion, works to tackle climate change and promotes healthy lifestyles; the Council will ensure that development: provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network.

The Council will support transport and development which:

a. Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy;

b. Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;

c. Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton and the A27, to ensure that they are delivered in line with strategic growth in the District;

d. Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking and;

e. Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable, and;

f. Explains how the development has been designed to:

i. accommodate the efficient delivery of goods and supplies;

ii. give priority to pedestrian and cycle movements and have access to high quality public transport facilities;

iii. create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;

iv. incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and

v. consider the needs of people with disabilities by all modes of transport.

g. Provides improved crossing points over the railway line to improve transport links between the coast and the A27, in particular at Ford."

Policy T DM1 - Sustainable Travel and Public Rights of Way

"New development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified. Access to alternative modes of transport including public transport services, the public right of way and cycle networks, must be available and accessible to all members of the community.

Proposals for all new development must:

a. Be located within easy access of established public transport service(s), existing pedestrian and cycle networks, the committed and aspirational cycle networks and the green infrastructure network which links the development with key destinations including places of work, education, leisure and town centres;

b. Where applicable, contribute to the extension of public transport services to serve the development and community transport services to ensure that a wide range of transport services are available to all residents;

c. Make provision for cycling and pedestrian facilities to meet the County Council Parking Standards, including cycle storage, convenient and secure cycle parking in association with retail and educational uses and sufficient secure parking and changing/showering facilities at places of work;

d. Contribute towards the provision of a joined up cycle network and Public Rights of Way network, taking into account the aspirational cycle network, which provides convenient, accessible, safe, comfortable and attractive routes for pedestrians and cyclists and; where appropriate, horse riders, both within the development and in the form of links between the development and;

i. places of work, education, leisure and food retail;

ii. the South Downs National Park,

iii. along the coast particularly between Bognor Regis and Littlehampton,

iv. along the coast to Chichester,

v. Bognor Regis to Arundel, and

vi. Littlehampton to Goring.

Summary

- 2.13 On the basis of the above review, it is evident that the location of an application site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposed development. Furthermore, developers are required to provide car and cycle parking at levels that will encourage residents to travel by modes other than the private car. Notwithstanding this, the NPPF introduces a 'severe' impact test in which development should only be refused where the residual cumulative impacts are severe.
- 2.14 The following sections of this report therefore review the accessibility of the site and evaluate whether the development proposals will encourage the use of more sustainable modes of transport. The report goes on to assess the cumulative impact of the development that is referred to within the NPPF.

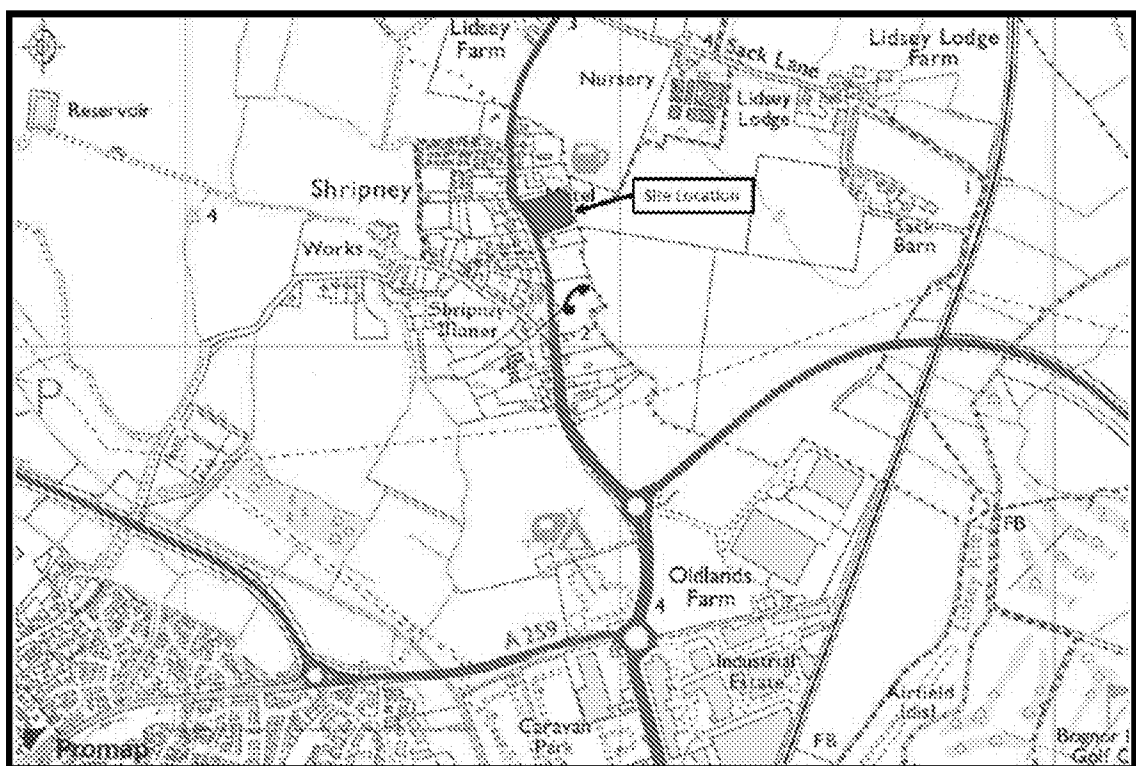
3.0 Baseline Conditions

Overview

- 3.1 So that the context of the site can be established, a detailed review of the study area has been undertaken. The following text provides a summary of the results of this review and makes reference to the location of the site and baseline traffic conditions. It also sets out an overview of the accessibility of the site by a variety of modes of transport and includes a review of road safety records.

Site Details

- 3.2 The site currently comprises one dwelling and is located to the east of Shripney Road within Shripney village. The site also falls within the administrative boundaries of Arun District Council and West Sussex County Council. A plan showing the location of the site in relation to the local surrounding area is provided below.



Site Location Plan

- 3.3 The local highway network is focused around the A29 Shripney Road, which provides access to the A27, Fontwell and Horsham to the north and Bognor Regis and the A259 to the south. The A27 is part of the strategic highway network and links Portsmouth in the west with Worthing and Brighton in the east. The A259 provides a link to Chichester as well as an alternative route to the westbound A27.
- 3.4 Bognor Regis is located 3 kilometres to the south although out of town retail parks which include, Tesco, Sainsbury's, Marks and Spencer, Lidl, McDonalds and Pizza Hut are located along the Shripney Road within 1200 metres to the south of the site.

Sustainable Transport Accessibility

- 3.5 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy

that the Institution of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:

- ✧ Most people will walk to a destination that is less than one mile, 1.6 kilometres (*Planning for Walking, 2015*);
- ✧ The bicycle is a potential mode of transport for all journeys under five miles, 8 kilometres (*Planning for Cycling, 2015*); and,
- ✧ Walking distances to bus stops should not exceed 400 metres, with people being prepared to walk twice as far to rail stations (*Planning for Walking, 2015*).

- 3.6 Notwithstanding the above, it should be noted that the NPPF recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural locations. Moreover, Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being:

"characterised by having a range of facilities within 10 minutes (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

- 3.7 However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS and TD91/05 of the Design Manual for Roads and Bridges contend that walking can be used to access a variety of destinations within a range of up to 2 kilometres and 2 miles respectively. Finally, it is also important to recognise that 81% of all trips that cover a maximum distance of 1 mile are completed on foot (National Travel Survey, 2017).

Walking and Cycling

- 3.8 A footway is located along the west side of the Shripney Road service road in the vicinity of the site and as detailed within the consented schemes, a footway link will be provided between the site access and this footway. Shripney Road and the service road benefit from street lighting and the footways provide access to the nearby local bus stops, Bognor and the retail parks to the south.
- 3.9 Public footpath 151 crosses the southern area of the site and this provides access to Sack Lane and public footpath 200 which enables recreational walks to Barnham and Yapton to be undertaken.
- 3.10 At the end of the service road, 250 metres south of the site, a cycleway commences which provides a link to a comprehensive network of cycle routes around Bognor which provides links to Barnham, Bognor, Chichester and the national south coast cycle route.
- 3.11 An extract of the West Sussex online cycle map, showing the network of cycle routes is provided within Appendix A.

Public Transport

Accessibility by Bus

- 3.12 The nearest bus stops to the site are located along both sides of Shripney Road, approximately 100 metres to the west of the site access. These bus stops are served by service 66, which operates a circular route between Bognor Regis, Barnham, Yapton and Bognor Regis every 2 hours on Mondays to Saturdays. These routes do not operate on Sundays. The full details for service 66 are within Appendix B.
- 3.13 Additional services are available at the stops on Shripney Road, 1 kilometre to the south of the site. These stops are served by services 61 and 62 which provide connections to central Bognor Regis.

Accessibility by Rail

- 3.14 The nearest mainline railway station to the site is Barnham railway station, located circa five kilometres to the north east of the site and therefore within the thresholds included within Planning for Cycling for a journey which could be undertaken by bicycle. The station can also be reached by bus service 66.
- 3.15 A summary of the destinations and frequencies of services from Barnham railway station is provided in the Table 3.3 below.

Route	Destinations	Approximate Frequency (both directions)	
		Mon-Sat	Sun
Bognor Regis to Littlehampton	Barnham, Ford	Hourly	
London Victoria to Southampton Central	London Victoria, Clapham Junction, East Croydon, Redhill, Gatwick Airport, Three Bridges, Crawley, Horsham, Barnham, Chichester, Southbourne, Emsworth, Havant, Cosham, Portchester, Fareham, Swanwick, Southampton Central	Hourly	Hourly (change at Clapham Junction)
London Victoria to Portsmouth Harbour	London Victoria, Clapham Junction, East Croydon, Gatwick Airport, Three Bridges, Crawley, Horsham, Barnham, Chichester, Havant, Fratton, Portsmouth and Southsea, Portsmouth Harbour	Hourly	
Littlehampton to Portsmouth Harbour	Littlehampton, Ford, Barnham, Chichester, Fishbourne, Bosham, Nutbourne, Southbourne, Emsworth, Warblington, Havant, Bedhampton, Hilsea, Fratton, Portsmouth and Southsea, Portsmouth Harbour	Every 20-40 minutes	Every 30 minutes
Bognor Regis to London Victoria	Bognor Regis, Barnham, Ford, Arundel, Amberley, Pulborough, Billingshurst, Christ's Hospital, Horsham, Crawley, Three Bridges, Gatwick Airport, Redhill, East Croydon, Clapham Junction, London Victoria	Every 30 minutes	Hourly

Table 3.3 – Rail services from Barnham

- 3.16 Barnham station, while not within Shripney, is within easy reach and enables long distance and inter county trips to be undertaken by rail.

Road Safety

- 3.17 To consider the existing standard of road safety on the local highway network in the vicinity of the site, personal injury accident (PIA) information has been obtained from West Sussex County Council for the most recent 5-year period up to 1st January 2020. The study area included the section of Shripney Road, 500 metres either side of the site. There is data for a single accident in February 2020, however, this data is currently provisional and, as such, has not been included.
- 3.18 The information received indicated that there were ten recorded accidents within the study area during the defined period. Full details of the accident data are included within [Appendix C](#), but a summary of the accidents are shown in Table 3.6 below.

Location	Date and Time	Description	Severity
A29 Shripney Road, junction with Shripney Lane	12 th April 2015 – 6.51am	Vehicle 1 undertaking vehicle 2 at end of dual carriageway. Vehicle 1 moved right across front of vehicle 2 and made contact causing in vehicle 1 losing control and hitting a tree	Fatal
A29 Shripney Road, junction with Shripney Lane	21 st April 2015 – 11.30am	Vehicle 2 travelling north alleged to have nearside indicator on. Vehicle 1 believing vehicle 2 is turning left turns right across path of vehicle 2.	Slight
A29 Shripney Road, junction with Shripney Lane	4 th October 2015 – 12.21am	Vehicle 1 leaves road travelling north and hits garden wall, driver gave positive breath test.	Serious
A29 Shripney Road, junction with Shripney Lane	1 st April 2016 – 8.52am	Vehicle 1 waiting to turn right from Shripney Lane and did not see vehicle 2 which was masked by a Heavy Goods Vehicle in lane 1. Vehicle 1 failed to ensure both lanes were clear before pulling out in front of Heavy Goods Vehicle.	Slight
A29 Shripney Road, 100 metres south of Sack Lane	2 nd June 2016 – 2.30pm	Vehicle 2 was travelling north and was hit by vehicle 1 travelling south who crossed white lines.	Serious
A29 Shripney Road, 50 metres north of The Robin Hood Public House car park	23 rd December 2017 – 11.36pm	Vehicle 1 left carriageway travelling north left carriageway and hit telegraph pole	Serious
A29 Shripney Road, south of junction with The Robin Hood Public House	20 th April 2018 – 6.00pm	Vehicle 1 and 2 proceeding normally along the carriageway in Collision	Slight
A29 Shripney Road, junction with Shripney Lane	10 th May 2018 – 7.36am	Vehicle 2, motorcycle passes Vehicle 1 on its nearside which is performing a “U” turn at the end of the dual carriageway	Serious

Table 3.6 – Summary of Accident Collision Data

- 3.19 The analysis of the accident collision data shows the accidents involve drivers driving without due care and attention or poor judgement and were not down to defects in the highway. The assessment of road safety indicates that the local highway network does not suffer from any significant safety problems.
- 3.20 On this basis, it is considered that the local highway network does not suffer from any significant safety problems that result in abnormally high accident rates, and that the number and severity of the accidents in this study area is not in excess of that for an area of highway in a location of this type. There is therefore no requirement for further investigation or mitigation at this location.

Summary

- 3.21 This section includes an overview of the site and surrounding area as well as a description of the local highway network in the vicinity of the site. A review of access to the site by the more sustainable forms of transport is provided opportunities exit to travel to the site on foot, by cycle and public transport. An assessment of road safety indicates that the local highway network does not suffer from any significant safety problems.

4.9 Development Proposals

Proposed Development

- 4.1 The proposals comprise the construction of a 66-bed care home facility alongside 25 car parking spaces, amenity space and cycle and refuse storage.
- 4.2 Of the 25 car parking spaces, two will be blue badge spaces and another two will be electric vehicle charging spaces.

Access Arrangements

- 4.3 Vehicular access to the proposed development will be achieved via a new access from Shripney Road, which will be in the same location and design to that consented by planning applications BE/63/17/OUT and BE/69/19/OUT. The visibility splays from the access are also fully in accordance with those agreed with West Sussex County Council (WSCC), the Highway Authority and consented under the earlier applications. The access road into the site will be 4.8 metres wide to allow two vehicles to pass each other.
- 4.4 A footway will be provided along the Shripney Road site frontage providing access between footpath 151 and the Robin Hood public house. In addition, a new footway will be provided across the large verge on the west side of Shripney Road to enable pedestrians to reach the existing footways located along the Shripney Road, service road. The proposed site access arrangement are shown on Drawing 2109058-02 within Appendix D.
- 4.5 The location of the crossing and the forward visibility provision are the same as that consented under BE/63/17/OUT and BE/69/19/OUT which were agreed and approved by WSCC.
- 4.6 In accordance with West Sussex County Council's procedures a Stage One Safety Audit was undertaken as part of application BE/63/17/OUT and this, along with the engineer's response, is included within the Road Safety documentation provided within Appendix E.
- 4.7 It is noteworthy that the Planning Inspector stated in his decision letter with regards application BE/69/19/OUT that *"The access was previously accepted for the extant permission, and I have no evidence to lead me to a different conclusion"* and *"I find the proposal would comply with Policy T SP1 of the Local Plan which seeks to ensure development provides safe access onto the highway network; contributes to highway improvements and promotes sustainable transport"*.

Parking Arrangements

- 4.8 Car parking within the development will be provided in an unallocated car park at the front of the site. The 25 car parking spaces will be provided alongside a drop-off area near the entrance to reduce the need for parking. Four of the car parking spaces will be blue badge spaces with two of these spaces being electric vehicle charging spaces. These spaces are designed in accordance with the minimum internal dimensions set out by WSCC (i.e. 6 metres by 3 metres).
- 4.9 WSCC parking standards state that sites comprising C2 Residential Car Homes require a *"site-specific assessment based on travel plan and specific operational needs"* to determine parking provision. This requirement stands for both car and cycle parking standards. ADC have no specific parking standards regarding residential care home C2 land use.
- 4.10 It is anticipated that the majority of the car parking spaces proposed will be used by visitors to the care home. Parking accumulation analysis, within Appendix F, using the TRICS data presented within Section 5, indicates an average parking accumulation of 8 vehicles, thus the provision of 25 spaces is sufficient to accommodate demand.
- 4.11 In addition, cycle parking will be provided within the car parking area for use by visitors and staff.

Servicing Arrangements

- 4.12 The site access and layout has been designed having regard to guidance set out in Manual for Streets to cater for service and delivery vehicles that are likely to enter and exit the site on a regular basis. Swept path analysis within Appendix G demonstrates the ability of a large refuse vehicle and emergency vehicles to turn into and out of the site access, manoeuvre around the internal access roads and use the turning areas provided. In this regard, it is evident that the proposals will not cause disruption to the free flow of traffic or lead to an adverse effect upon the safety levels of the adjoining highway network.
- 4.13 In addition, the layout has been designed having regard to maximum carry-distance guidance set out in the Manual for Streets to ensure:
- ✧ Waste collection vehicles can get to within 25 metres of the proposed bin store; and
 - ✧ Refuse vehicles do not have to reverse more than 12 metres.

Summary

- 4.14 The development proposals outlined in this section demonstrate that:
- ✧ Suitable and appropriate vehicular access to the site can be achieved via Shripney Road;
 - ✧ Car parking have been provided in accordance with relevant parking guidance;
 - ✧ Appropriate provision is made for servicing; and,
 - ✧ The proposed layout provides convenient links for pedestrians and cyclists and seeks to encourage low vehicle speeds.

5.0 Highway Impact Assessment

Overview

- 5.1 The section outlines the levels of trips that are likely to be generated by the proposed 66-bed care home. The assessment presented in this section outlines the traffic generation for the proposed uses during the peak traffic flow periods (i.e. peak hours of 08:00 to 09:00 and 17:00 to 18:00) and daily flows (i.e. from 07:00 to 19:00).

Trip Generation – Proposed Development

- 5.2 To calculate the trip attraction potential of the net increase of a 66-bed care home, an assessment utilising the industry standard TRICS database has been undertaken.
- 5.3 The TRICS category ‘05 – Health: F – Care Home (Elderly Residential)’ has been used to identify sites similar to the site including:
- ✧ Sites located in England, Wales and Scotland, excluding Greater London;
 - ✧ Suburban / Edge of Town locations; and,
 - ✧ Between 31 and 70 beds.
- 5.4 A summary of the vehicle trip rates during the key periods identified is provided in Table 5.1 below and the full TRICS outputs are included, for reference, at Appendix H.

Time Period	Vehicle Trip Rates (Per Resident)			Vehicle Trip Rates (66 Residents)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak (08.00-09.00)	0.068	0.045	0.113	4	3	7
PM Peak (17.00-18.00)	0.034	0.061	0.095	2	4	6
Daily (07.00-19.00)	0.557	0.519	1.076	37	34	71

Table 5.1 – Vehicle Trip Rates – Proposed Development

- 5.5 The above table indicates that the Proposed Development is expected to generate approximately 7 two-way vehicle trips in the morning peak period and 6 two-way vehicle trips in the evening peak period. Over the course of a typical weekday, the Proposed Development is anticipated to generate 71 two-way vehicle trips.

Trip Generation – Permitted Development

- 5.6 In order to assess the impact, the proposed development would have on the highway, a comparison must be made between the proposed development and the consented development. The agreed upon trip generation of application BE/69/19/OUT is outlined in Table 5.2 below.

Time Period	Vehicle Trip Rates (31 Units)		
	Arrivals	Departures	Two-Way
AM Peak (08.00-09.00)	5	12	17
PM Peak (17.00-18.00)	11	6	17
Daily (07.00-19.00)	74	76	150

Table 5.2: Trip Generation – Consented Development

- 5.7 The above table indicates the consented development would generate 17 two-way vehicle trips in the morning and evening peak periods, with 150 two-way vehicle trips being generated over the course of a typical weekday.

Net Impact

- 5.8 The net impact on vehicular movements associated with the redevelopment of the site are set out in Table 5.3.

Time Period	Consented Scheme 31 Dwellings	Proposed Scheme 66-bed Care Home	Net Change
	Two-Way	Two-Way	Two-Way
AM Peak (08.00-09.00)	17	7	-10
PM Peak (17.00-18.00)	17	6	-11
Daily (07.00-19.00)	150	71	-79

Table 5.3: Net Impact

- 5.9 Table 5.3 indicates that, during the morning peak period, the proposed development would generate circa 10 fewer two-way vehicle trips than the consented development for 30 dwellings. In the evening peak period, the proposed development would generate 11 fewer two-way vehicle trips than the consented development, while over the course of a typical weekday, the proposed development would generate 79 fewer two-way vehicle trips than the consented development.
- 5.10 In relation to the assessment of highway impact, it is typically accepted that proposals resulting in an increase of more than 30 vehicle movements in any hour should be subject to more detailed assessment. The preceding paragraphs of this report identified that the redevelopment proposals will, not only lead to a change of no more than 30 additional vehicle movements in the peak periods, but it will actually result in a decrease of trips in this period. As such, there is no requirement for further detailed junction assessment.
- 5.11 In summation, the proposed development will not result in any adverse disruption to the free flow of traffic on the local highway network. In this regard, it is considered the proposals are consistent with national and local transportation policies with respect to traffic impact. To this end, it is concluded that the proposals would not result in a material impact from a highway and transportation perspective, let alone the severe impact that is referred to within the National Planning Policy Framework.

6.0 Summary and Conclusions

- 6.1 This Transport Statement has been prepared on behalf of LNT Construction to support an outline planning application for a 66-bed care home facility (Use Class C2) alongside associated parking, amenity space and cycle and refuse storage, following the demolition of the existing dwelling and outbuildings.
- 6.2 The site is located on the eastern side of Shripney Road within Shripney village and within the administrative boundaries of Arun District Council and West Sussex County Council. Shripney Road is classified as the A29, which provides access to the A27 and Fontwell in the north and Bognor Regis in the south.
- 6.3 The site benefits from previous planning consents which were as follows.
- ✧ to construct a new access onto the A29 Shripney Road and the erection of 20 dwellings (Ref BE/63/17/OUT).
 - ✧ the erection of 31 dwellings using the previously approve access point (REF BE/69/19/OUT).
- 6.4 In summary, this report demonstrates that:
- ✧ The proposals accord with national and local policies relevant to transport;
 - ✧ The site is accessible by public transport, walking and cycling;
 - ✧ A review of personal injury accident information has identified no significant issues associated with the local highway network that are detrimental to road safety levels;
 - ✧ Suitable and appropriate vehicular access to the site can be achieved via Shripney Road in accordance with current best practice guidelines;
 - ✧ Car and cycle parking have been provided in accordance with relevant parking guidance;
 - ✧ Appropriate provision is made for servicing, having regard to relevant design guidance;
 - ✧ Although the proposed development will result in an increase in vehicle movements it has been demonstrated that the proposals will not interfere with the operation, capacity or safety on the adjoining highway network.
- 6.5 On the basis of the above, it is concluded that the proposals accord with national and local transport policies and can be accommodated without detriment to the safety or operating capacity of the local highway network. As such, it is considered there is no reason why the proposals should be resisted on traffic or transportation grounds.

Appendix A

West Sussex Cycleway Map



Appendix B

Bus Timetables

Route map for Compass Travel service 66 (outbound)



66A: BOGNOR REGIS - BARNHAM - YAPTON - WALBERTON - BOGNOR REGIS**66C: BOGNOR REGIS - BARNHAM - WALBERTON - YAPTON - BOGNOR REGIS***66A - anti-clockwise via Yapton and Walberton**66C - clockwise via Walberton and Yapton*

From 31st August 2021

Mondays to Saturdays**(except public holidays)**

	NS						
	66A	66C	66A	66C	66A	66C	66A
Bognor Regis, High Street		0815	1015	1235	1435#	1635	1740
Bognor Regis Station, Longford Rd		0818	1018	1238	1438 #	1638	1743
Tesco, Shripney Road		0822	1022	1242	1442 #	1641	1746
Shripney, Robin Hood		0826	1026	1246	1445 #	1644	1749
Westergate, Barnett Close	E	0834	1034	1253	1457 B	1651	1756
Barnham, Station	0726	0838	1038	1257	1505	1656	1801
Walberton, Post Office	....	0843	....	1302		1701	....
Yapton, Canal Road	0731	0850	1042	1309	1508	1707	1806
Yapton, Sparks Corner	0735	0853	1045	1312	1512	1709	1808
Walberton, Old Vicarage	0742	....	1051	....	1519	....	1814 W
Barnham, Station	0749	0859	1059	1317	1526	1714	....
Westergate, Westergate Mews	0753	0904 *	1104	1322	1530	1719	....
Shripney, Robin Hood	0759	0912 *	1112	1330	1537	1726	....
Tesco, Shripney Road	0805	0916 *	1116	1334	1541	1729	....
Bognor Regis Station, Longford Rd	0807	0919 *	1119	1337	1544	1732	....
Bognor Regis, High Street	0810 D	0922 *	1122	1340	1547	1735 D	....

NS - does not operate on Saturdays**B** - on Schooldays operates via Ormiston Six Villages Academy departing 1451**D** - returns to High St via Richmond Rd, Lyon St W, Sudley Rd. - not via Canada Grove, Queensway**E** - commences from Eastergate Memorial, Barnham Road at 0724**W** - continues to Walberton, The Green

- operates 5 minutes later on Saturdays and in School Holidays

* - WSCC Concessionary card accepted from these points

Service operated by Compass Travel Tel 01903 690025 web www.compass-travel.co.uk

Appendix C

Accident Data



REPRODUCED FROM 2013 ORDNANCE SURVEY MASTER MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. LICENCE No. W.S.C.C. 100623447

Collision Search Area

Accident Severity	
	5
	3
	1

Casualty Severity	
	9
	4
	1

Casualty Class	
	10
	0
	4
	0

AREA	Bognor	DRAWN	DN
ROUTE No.	A29	CHECKED	
FILE No.	17065	DATE	21/4/17
Rev	Date	Amendment	Name



West
Sussex
County
Council

PIA Search Ref 17065
A29 Shripney
5 Years to 31 Dec 16

DRG No.
SCALE Not Std

Matt Davy
Director of Highways and Transport
County Hall, West Street
Chichester,
West Sussex, PO19 1RH
(Tel: 01243 642105)

West Sussex Injury Accident Engineers Report
PIA Search Ref 17065 - Shripney Road - 5yrs to 31 Dec 16

Accident 1 of 9 1301513 Severity: Slight Wed 20/03/2013 at 14:30 on the A29 Police Officer Attend: No

A29 SHRIPNEY ROAD BOGNOR REGIS AT JUNCTION OF U SHRIPNEY LANE

Light: Light - Weather: Fine - Road Surface: Dry - Speed Limit: 40mph

Easting / Northing 493843 / 102022

Veh 1	Car	U Turn	from S to S	No Skid	Impact: Offside	Female Aged Between 25-34
Veh 2	Van/Goods < 3.5t	Going ahead other	from S to N	No Skid	Impact: Front	Male Aged Between 45-54
Cas 1	Driver or Rider	of veh 1	Slight Female	Aged between	25-34	

VEHICLE 1 DRIVING NORTH DUAL CARRIAGEWAY IN LANE 1. VEHICLE 2 TRAVELLING IN SAME DIRECTION BEHIND. AS THE ROAD NARROWS TO ONE LANE VEHICLE 1 MADE A U TURN DIRECTLY IN FRONT OF V2. V2 ATTEMPTED TO TAKE EVASIVE ACTION STEERING TO THE RIGHT BUT COLLIDED INTO THE SIDE OFFSIDE DRIVERS DOOR OF V1 CAUSING DAMAGE AND INJURY.

Accident 2 of 9 1304398 Severity: Serious Fri 23/08/2013 at 08:53 on the A29 Police Officer Attend: No

A29 SHRIPNEY ROAD. BOGNOR REGIS. AT JUNCTION OF U BARN LANE. OUTSIDE AT JUNCTION AS SHOWN ABOVE.

Light: Light - Weather: Fine - Road Surface: Dry - Speed Limit: 40mph

Easting / Northing 493839 / 102151

Veh 1	Car	Turning right	from W to S	No Skid	Impact: Offside	Female Aged Between 45-54
Veh 2	Car	Going ahead other	from S to N	Skidded	Impact: Front	Male Aged Between 35-44
Cas 1	Driver or Rider	of veh 1	Serious Female	Aged between	45-54	

V1 EXITING BARN LANE, WITH INTENTION OR TURNING RIGHT. V2 HEADING NORTH ON A29, SHRIPNEY ROAD. V1 PULLED OUT INTO PATH OF V2, CASUSING COLLISION. (V2 POSSILBLY AT EXCESS SPEED HOWEVER)

Accident 3 of 9 1402001 Severity: Slight Sun 13/04/2014 at 15:27 on the A29 Police Officer Attend: Yes

A29 SHRIPNEY ROAD SHRIPNEY AT JUNCTION OF U MARIGOLDS PARK HOMES OUTSIDE ROBIN HOOD PUBLIC HOUSE

Light: Light - Weather: Fine - Road Surface: Dry - Speed Limit: 40mph

Easting / Northing 493764 / 102353

Veh 1	Car	Turning right	from S to E	No Skid	Impact: Nearside	Male Aged Between 55-64
Veh 2	M/cycle > 500cc	Going ahead other	from N to S	No Skid	Impact: Front	Male Aged Between 55-64*
Cas 1	Passenger	of veh 1	Slight Female	Aged between	35-44	* = Positive Breath Test
Cas 2	Driver or Rider	of veh 2	Slight Male	Aged between	55-64	

V1 WAS TRAVELLING NORTHBOUND ON A29. V2 WAS TRAVELLING SOUTHBOUND. V1 TURNED RIGHT INTO ROBIN HOOD PUBLIC HOUSE AND COLLIDED WITH V2

Accident 4 of 9 1407491 Severity: Slight Wed 17/12/2014 at 17:10 on the A29 Police Officer Attend: Yes

A29 SHRIPNEY ROAD BOGNOR REGIS AT JUNCTION OF U SHRIPNEY LANE OUTSIDE WAYSIDE

Light: Dark/lights lit - Weather: Rain - Road Surface: Wet - Speed Limit: 40mph

Easting / Northing 493845 / 102029

Veh 1	Van/Goods < 3.5t	Turning right			from W to S	No Skid	Impact: Offside	Male Aged Between 35-44
Veh 2	Car	Going ahead other			from S to N	No Skid	Impact: Front	Female Aged Between 17-24
Cas 1	Driver or Rider	of veh 1	Slight	Male	Aged between	35-44		
Cas 2	Driver or Rider	of veh 2	Slight	Female	Aged between	17-24		

VEHICLE 1 WAS IN SHRIPNEY LANE AT THE JUNCTION WITH SHRIPNEY ROAD. VEHICLE 2 WAS TRAVELLING NORTH UP SHRIPNEY ROAD WHEN VEHICLE 1 PULLED ACROSS PATH OF VEHICLE 2 CAUSING VEHICLE 2 TO HIT THE OFFSIDE FRONT OF VEHICLE 1.

Accident 5 of 9 1501996 Severity: Fatal Sun 12/04/2015 at 06:51 on the A29 Police Officer Attend: Yes

A29 SHRIPNEY ROAD BOGNOR REGIS AT JUNCTION OF U SHRIPNEY LANE OUTSIDE OPPOSITE JUNCTION

Light: Light - Weather: Fine - Road Surface: Dry - Speed Limit: 40mph Easting / Northing 493841 / 102027

Veh 1	Car	Overtaking on nearside			from S to N	Skidded	Impact: Offside	Male Aged Between 17-24
Veh 2	Car	Going ahead other			from S to N	No Skid	Impact: Nearside	Female Aged Between 45-54
Cas 1	Driver or Rider	of veh 1	Fatal	Male	Aged between	17-24		
Cas 2	Passenger	of veh 1	Serious	Female	Aged between	17-24		

V2 TRAVELLING NORTH IN LANE 2 OF DUAL CARRIAGEWAY, WHEN V1 HAS UNDERTAKEN V2 AS THE DUAL CARRIAGEWAY ENDS. V1 APPEARS TO HAVE MOVED TO THE RIGHT ACROSS THE PATH OF V2. REAR OFFSIDE OF V1 HAS MADE CONTACT WITH FRONT NEAR SIDE CORNER OF V2. V1 HAS THEN LOST CONTROL, ROTATED CLOCKWISE, AND LEFT THE ROAD TO THE OFFSIDE, COLLIDING NEAR SIDE WITH A TREE.

Accident 6 of 9 1502212 Severity: Slight Tue 21/04/2015 at 11:30 on the A29 Police Officer Attend: Yes

A29 SHRIPNEY ROAD BOGNOR REGIS AT JUNCTION OF U SHRIPNEY LANE

Light: Light - Weather: Fine - Road Surface: Dry - Speed Limit: 40mph Easting / Northing 493843 / 102030

Veh 1	Car	Turning right			from W to S	No Skid	Impact: Offside	Male Aged Between 65-74
Veh 2	Car	Going ahead other			from S to N	No Skid	Impact: Front	Male Aged Between 75-84
Cas 1	Driver or Rider	of veh 2	Slight	Male	Aged between	75-84		

V2 TRAVELLING NORTH ALONG A29 SHRIPNEY ROAD AND ALLEGED TO HAVE ITS NEAR SIDE INDICATOR OPERATING. V2 STATIONARY AT THE JUNCTION OF SHRIPNEY LANE AND A29 WAITING TO TURN RIGHT TOWARDS BOGNOR REGIS HAS BELIEVED V2 WAS TURNING LEFT AND PROCEEDED TO TURN RIGHT ACROSS THE PATH OF V2 CAUSING A COLLISION.

Accident 7 of 9 1505768 Severity: Serious Sun 04/10/2015 at 00:21 on the A29 Police Officer Attend: Yes

A29 SHRIPNEY ROAD BOGNOR REGIS 50M NORTH OF U SHRIPNEY LANE

Light: Dark/lights lit - Weather: Fine - Road Surface: Dry - Speed Limit: 40mph Easting / Northing 493813 / 102257

Veh 1	Car	Going ahead RH bend			from NW to S	No Skid	Impact: Front	Male Aged Between 17-24*
Cas 1	Driver or Rider	of veh 1	Serious	Male	Aged between	17-24		* = Positive Breath Test
Cas 2	Passenger	of veh 1	Slight	Male	Aged between	17-24		

VEHICLE 1 HEADING SOUTH ON ROAD LEAVES ROAD NEAR SIDE AND COLLIDES WITH A GARDEN WALL AND STREET FURNITURE THEN REBOUNDS AND COMES TO REST BACK ON THE CARRIAGEWAY

Accident 8 of 9 1601904 Severity: Slight Fri 01/04/2016 at 08:52 on the A29 Police Officer Attend: Yes

A29 SHRIPNEY ROAD BOGNOR AT JUNCTION OF U SHRIPNEY LANE

Light: Light - Weather: Fine - Road Surface: Dry - Speed Limit: 40mph

Easting / Northing 493840 / 102034

Veh 1	Car	Turning right		from NW to S	No Skid	Impact: Front	Male Aged Between 65-74
Veh 2	Car	Going ahead other		from S to N	O/Turn	Impact: Front	Male Aged Between 65-74
Cas 1	Driver or Rider	of veh 2	Slight	Male	Aged between	65-74	
Cas 2	Passenger	of veh 1	Slight	Male	Aged between	65-74	

VEHICLE 1 WAITING AT JUNC OF SHRIPNEY LANE AS VEHICLE 2 TRAVELLED NORTH ALONG SHRIPNEY ROAD. VEH 2 MASKED BY HEAVY GOODS VEHICLE IN LANE 1 AND VEH 1 FAILED TO ENSURE BOTH LANES WERE CLEAR BEFORE PULLING OUT AHEAD OF GOODS VEHICLE. VEH 1 COLLIDED WITH VEH 2.

Accident 9 of 9 1603232 Severity: Serious Thu 02/06/2016 at 14:30 on the A29 Police Officer Attend: No

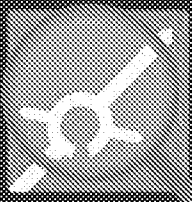
U SHRIPNEY ROAD BOGNOR REGIS 100M SOUTH OF U SACK LANE

Light: Light - Weather: Fine - Road Surface: Dry - Speed Limit: 30mph

Easting / Northing 493769 / 102595

Veh 1	Car	Going ahead other		from SW to NE	No Skid	Impact: Offside	Male Aged Between 55-64
Veh 2	Car	Going ahead other		from NE to SW	No Skid	Impact: Offside	Female Aged Between 35-44
Cas 1	Driver or Rider	of veh 2	Serious	Female	Aged between	35-44	

VEHICLE 2 WAS TRAVELLING NORTH, VEHICLE ONE CROSSED WHITE LINES TRAVELLING SOUTH AND HIT OFF SIDE WING MIRROR, DOOR, REAR WHEEL ARCH AND REAR LIGHTS.



Validated Data

Crash Date: Thursday, May 10, 2018 **Time of Crash:** 7:36:00 AM **Crash Reference:** 2018471802517

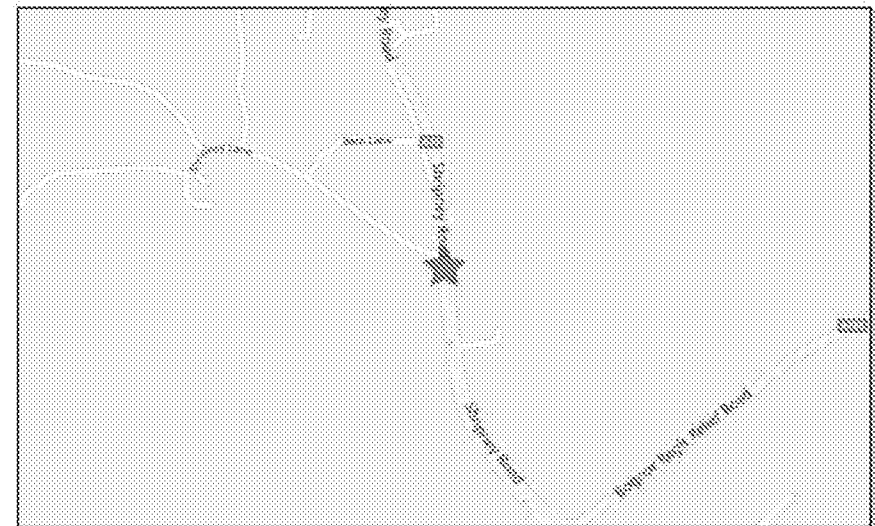
Highest Injury Severity: Serious
Highway Authority: West Sussex
Local Authority: Arun District
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 60
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Dual carriageway
Junction Control: Give way or uncontrolled

Road Number: A29

Number of Casualties: 1

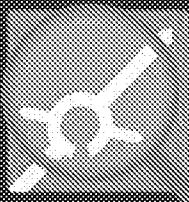
Number of Vehicles: 2

OS Grid Reference: 493845 102029



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 Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Female	26 - 35	Vehicle is performing a U turn	Front	Other	None	None
2	Motorcycle over 125cc and up to 500cc	33	Male	56 - 65	Vehicle is passing another moving vehicle on its offside	Front	Other	None	Other permanent object

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

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

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Validated Data

Crash Date: Friday, April 20, 2018

Time of Crash: 6:00:00 PM

Crash Reference: 2018471802135

Highest Injury Severity: Slight

Road Number: A29

Number of Casualties: 1

Highway Authority: West Sussex

Number of Vehicles: 2

Local Authority: Arun District

OS Grid Reference: 493792 102298

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

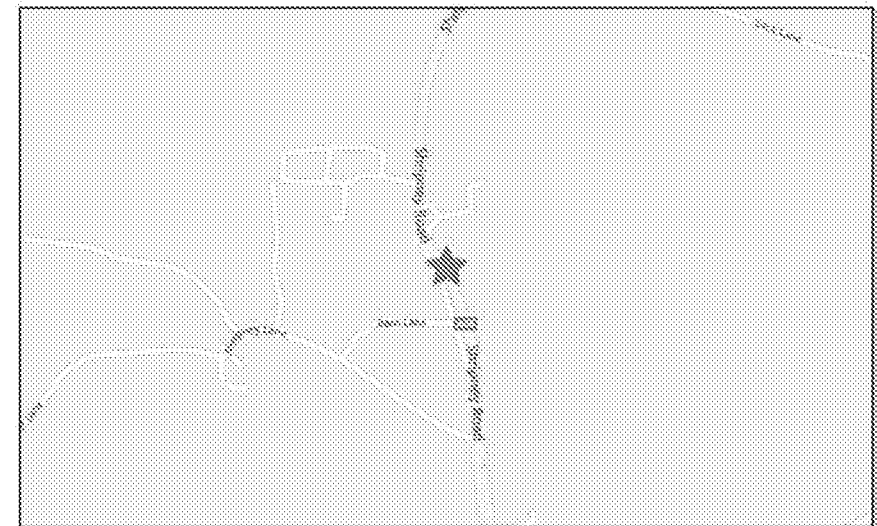
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

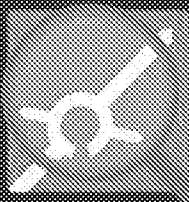
Road Type: Single carriageway

Junction Control: Not Applicable



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

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Validated Data

Vehicles involved

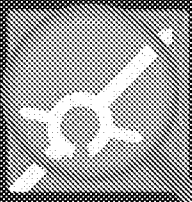
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	16	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Commuting to/from work	None	None
2	Car (excluding private hire)	4	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	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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Crash Date: Saturday, December 23, 2017 **Time of Crash:** 11:36:00 PM **Crash Reference:** 2017471707307

Highest Injury Severity: Serious
Highway Authority: West Sussex
Local Authority: Arun District
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 40
Light Conditions: Darkness: street lights present and lit
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: Single carriageway
Junction Control: Not Applicable

Road Number: A29

Number of Casualties: 2

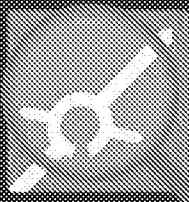
Number of Vehicles: 1

OS Grid Reference: 493757 102407



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





Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	6	Male	36 - 45	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Other	None	Telegraph pole/Electricity pole

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other

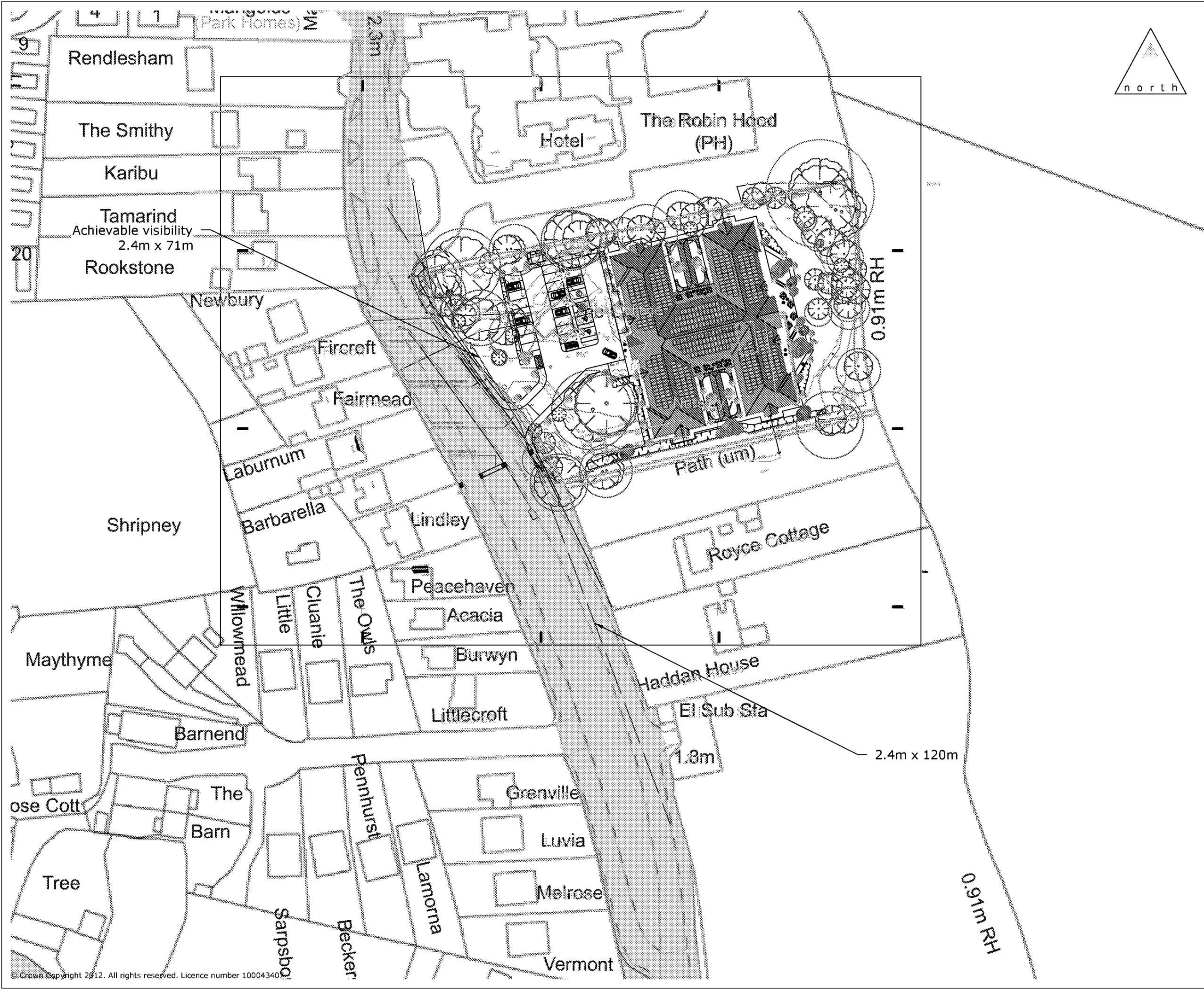
For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Appendix D

Drawings – Visibility Splays

C:\Users\calummcoff\OneDrive - Motion\TP Projects\cpbog3 2109058\Drawings\2109058-02B [Access Visibility].dwg



motion

84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF
T: 020 7031 8141

www.motion.co.uk

Project:
Shripney Road, Bognor Regis

Title:
Access Visibility

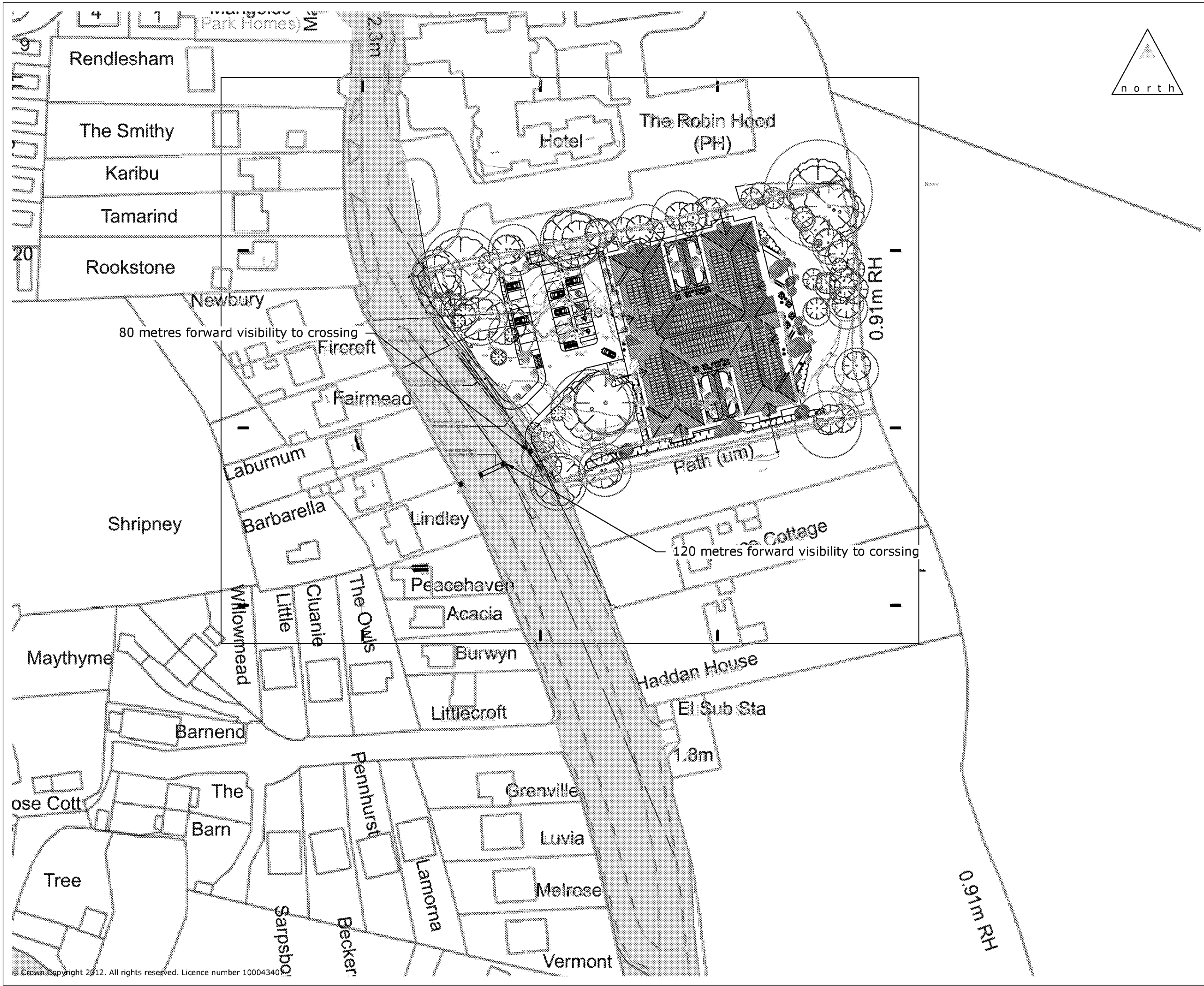
Scale: 1:1000 (@ A3)

Drawing:
2109058-02

Revision:
B

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C:\Users\calummcoff\OneDrive - Motion\TP Projects\cpbog3 2109058\Drawings\2109058-03A [Pedestrian Visibility].dwg



motion

84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF
T: 020 7031 8141

www.motion.co.uk

Project:
Shripney Road, Bognor Regis

Title:
Pedestrian Visibility

Scale: 1:1000 (@ A3)

Drawing:
2109058-03

Revision:
A

Appendix E

Approved Road Safety Audit

A29 SHRIPNEY ROAD, BOGNOR REGIS

Proposed Footway and Pedestrian Access

Stage 1 Road Safety Audit
Requested by Motion

May 2017



Road Safety Engineering

Project: A29 Shripney Road, Bognor Regis
Proposed Footway and Pedestrian Access

Client: Motion

Document: Stage 1 Road Safety Audit

Gateway TSP ref: WP/SG/1704-I RSA1 v1_1

Issue date: 3 May 2017

Status: V1.1

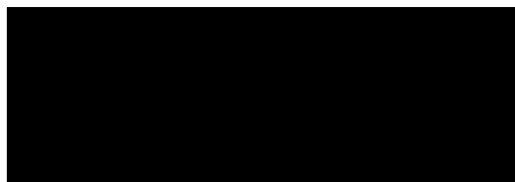
Authorised by: SG

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Road Safety Engineering

*Surrey Technology Centre
40 Occam Road
Guildford
GU2 7YG*



*Gateway TSP Limited is registered in England Number 6911476
Registered Office: Surrey Technology Centre, 40 Occam Road, Guildford, Surrey GU2 7YG*

CONTENTS

1	Introduction.....	1
2	Items Considered by this Road Safety Audit	2
3	Previous Road Safety Audit.....	3
4	Problems Identified by this Road Safety Audit	4
5	Audit Team Statement.....	7

Appendices

- Appendix A: Location Plan(s)
Appendix B: Designer's Response

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit (RSA) of a proposed new access road, footway and pedestrian crossing point from a proposed development on A29 Shripney Road, Bognor Regis in West Sussex.

1.2 Shripney Road is a semi-rural two-way single carriageway road with a posted speed limit of 40mph, with white edge of carriageway markings and central (TSRGD 2016 1013.1D) lines. The carriageway is lit and there is no existing footway. There is a public footpath through the proposed development site.

1.3 The section of Shripney Road subject to this audit has a service road running along the western side of the main carriageway giving access to residential properties between 'Newbury' and 'Vermont'. It appears to be informal in operation with access from both ends and has driveways throughout with no parking restrictions.

1.4 This Road Safety Audit was carried out by Wendy Palmer and Steve Giles and consisted of a desktop study and a site visit, which was carried out on 28th April 2017, when the weather was overcast and the road surface dry. Traffic conditions were normal for the time of day.

1.5 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document HD19/15. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.

1.6 The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.

1.7 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

2 ITEMS CONSIDERED BY THIS ROAD SAFETY AUDIT

Document ref.	Rev.	Originator	Title
No ref	-	West Sussex CC	Land registry plan
160810-04	-	Motion	Site Visibility
160818-05	-	Motion	Hotel Visibility
160810-06	-	Motion	Proposed Footway Arrangement
160818		Motion	Transport Statement

Additional/background information provided to the Audit Team

- None

3 PREVIOUS ROAD SAFETY AUDIT

3.1 The audit team is unaware of any previous road safety audits on these proposals.

4 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

General Matters

4.1 Problem

Visibility splay from proposed development access

Location: Proposed development access

The proposed visibility splay from the development access is shown on drg no. 160818 - 04 to be 2.4 x 53m. On the eastern side of the carriageway there are mature trees and boundary fences which would block visibility for drivers exiting and pedestrians crossing from the eastern side. This could lead to collisions between vehicles pulling out of the development and southbound vehicles. Figure 1 below shows the visibility from the exit of Premier Inn towards the proposed access and crossing point.



Figure 1

Recommendation

Ensure visibility to and from the crossing point and site access is suitable for the speed and nature of the road.

Local Alignment

- 4.2 The audit team raise no issues with local alignment at this stage 1 audit.

Junctions

- 4.3 The audit team raise no issues with junctions at this stage 1 audit.

Non-motorised User Provision

4.4 Problem

Visibility to and from proposed crossing point

Location: Proposed footway and pedestrian crossing point on Shripney Road

The elderly and pedestrians with buggies and small children would have difficulty crossing from the eastern footway due the limited visibility to the north. Pedestrians from the development walking to the bus stops north of Premier Inn would need to cross here to use the existing footway. Figure 2 below shows visibility from the western side to the north.



Figure 2

Additionally, the proposed crossing point located south of the proposed development access road on Shripney Road and the service road does not appear to be on a desire line for pedestrians from the development or the public footpath.

Recommendation

Check visibility from the north toward the east side of the proposed pedestrian crossing. If necessary, relocate or remove the crossing point.

Road Signs, Carriageway Markings and Lighting

- 4.5 The audit team raise no issues with the road signs, carriageway markings and lighting at this stage 1 audit.

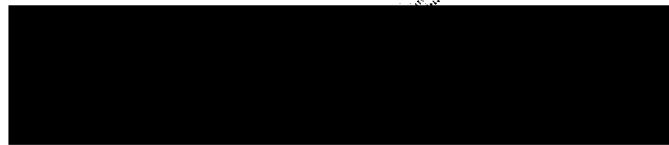
5 AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document HD 19/15.

Audit Team Leader

Wendy Palmer
MCIHT, MSoRSA, HE Cert Comp
Road Safety Engineer

Signed:



Date: 3 May 2017

Audit Team Member(s)

Steve Giles
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp
Director & Senior Road Safety Consultant

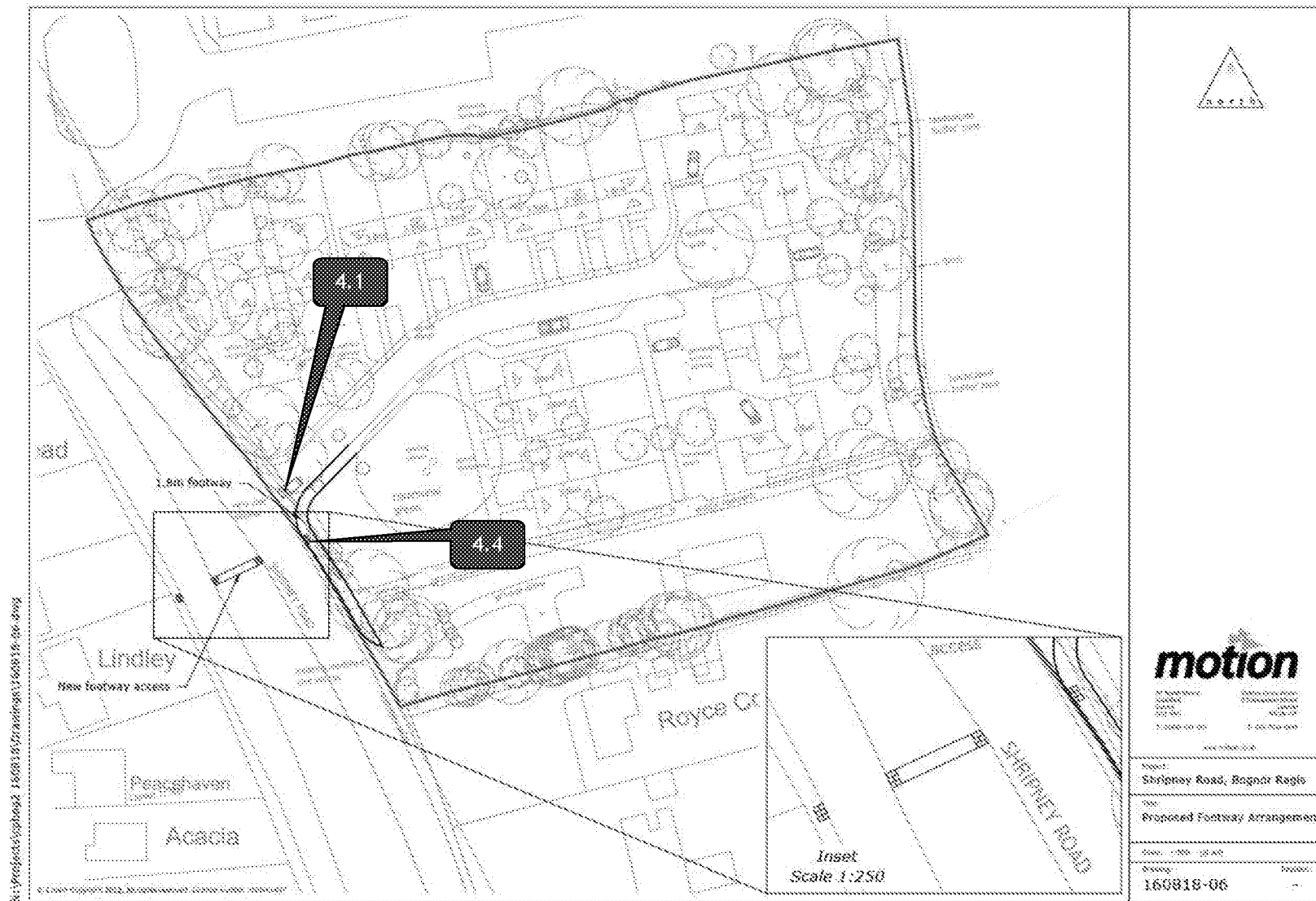
Signed:



Date: 3 May 2017

APPENDIX A

Location Plan(s)



APPENDIX B

Designer's Response

Project: A29 Shripney Road, Bognor Regis
Proposed Footway and Pedestrian Access
Client: Motion
Document: Stage 1 Road Safety Audit
Gateway TSP ref: WP/SG/1704-I RSA1 v1_1
Status: V1.1
Issue date: 3 May 2017

Item No.	Audit Team Recommendation	Designer's Response
4.1	Ensure visibility to and from the crossing point and site access is suitable for the speed and nature of the road.	The visibility splays as shown on drawing 160818 of 2.4 metres by 53 metres will be provided. The splays are comparable with the southbound 85th percentile vehicle speeds as observed during a 24/7 ATC survey. The existing fences and vegetation within the visibility splays will be removed and low growth plants (no plant height greater than 0.6 metres) will be planted. The trunks of the mature trees are outside the visibility splays but any overgrowing branches below 2.1 metres will be cropped. The splay will be maintained so the required splays are maintained
4.4	Check visibility from the north toward the east side of the proposed pedestrian crossing. If necessary, relocate or remove the crossing point.	The visibility will be reassessed during detail design and if necessary the crossing point will be relocated. The crossing point was chosen as due to the limited bus service, the majority of the services are located to the south of the development. It should be noted that visibility to the north will be improved when the existing fences and vegetation within the visibility splays are removed.

Project: A29 Shripney Road, Bognor Regis
Proposed Footway and Pedestrian Access
Client: Motion
Document: Stage 1 Road Safety Audit
Gateway TSP ref: WP/SG/1704-I RSA1 v1_1
Status: V1.1
Issue date: 3 May 2017

Designer's Statement:

I confirm that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and my response to its recommendations are set out above.

.....

Designer

Date:

Highway Authority/Project Sponsor/ Client Organisation Statement:

I accept/do not accept the Designer's Response (delete as appropriate)

.....

On behalf of Highway Authority/Project Sponsor/Client Organisation
(delete as appropriate)

Date:

Appendix F

Car Park Accumulation Analysis

TRICS 7.8.3

Trip Rate Parameter: Number of residents

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Calculation Factor: 1 RESIDE

Count Type: TOTAL VEHICLES

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
	Days	RESIDE	Rate	Days	RESIDE	Rate	Days	RESIDE	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	5	53	0.068	5	53	0.023	5	53	0.091
08:00-09:00	5	53	0.068	5	53	0.045	5	53	0.113
09:00-10:00	5	53	0.049	5	53	0.027	5	53	0.076
10:00-11:00	5	53	0.042	5	53	0.027	5	53	0.069
11:00-12:00	5	53	0.038	5	53	0.049	5	53	0.087
12:00-13:00	5	53	0.042	5	53	0.023	5	53	0.065
13:00-14:00	5	53	0.049	5	53	0.034	5	53	0.083
14:00-15:00	5	53	0.053	5	53	0.064	5	53	0.117
15:00-16:00	5	53	0.061	5	53	0.098	5	53	0.159
16:00-17:00	5	53	0.034	5	53	0.045	5	53	0.079
17:00-18:00	5	53	0.034	5	53	0.061	5	53	0.095
18:00-19:00	5	53	0.019	5	53	0.023	5	53	0.042
19:00-20:00	4	53	0.066	4	53	0.033	4	53	0.099
20:00-21:00	4	53	0.028	4	53	0.066	4	53	0.094
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.651			0.618			1.269

Number of Residents

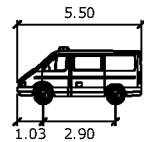
66

In	Out	Car Park accumulation
4	2	3
4	3	4
3	2	6
3	2	7
3	3	6
3	2	7
3	2	8
3	4	8
4	6	5
2	3	5
2	4	3
1	2	3
4	2	5
2	4	2

Appendix G

Swept Path Analysis

C:\Users\charlottehiscott\Motion\StaffSite - TP Projects\cpcbog3 2109058\Drawings\2109058-TK01A [Ambulance].dwg



GAZ 322173 (4x4)

	meters
Width	: 2.08
Track	: 1.70
Lock to Lock Time	: 6.0
Steering Angle	: 28.5

motion

84 North Street
Guildford
Surrey
GU1 4AU

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 01483 531 300

T: 020 7031 8141

www.motion.co.uk

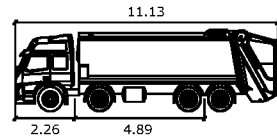
Project:
Shripney Road, Bognor Regis

Title:
Swept Path Analysis
Ambulance

Scale: 1:500 (@ A3)

Drawing:
2109058-TK01

Revision:
A



Volvo FM 12 Phoenix 2 (2006)
Width : 2.53 meters
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 32.4

motion

84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF
T: 020 7031 8141

www.motion.co.uk

Project:
Shripney Road, Bognor Regis

Title:
Swept Path Analysis
Refuse Vehicle

Scale: 1:200 (@ A3)

Drawing:
2109058-TK02

Revision:
A



Appendix H

TRICS Outputs

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	AS-05-F-01	NURSING HOME		ABERDEENSHIRE
	FONTHILL ROAD			
	ABERDEEN			
	FERRYHILL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	53		
2	DS-05-F-01	NURSING HOME		DERBYSHIRE
	29 VILLAGE STREET			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	70		
3	LC-05-F-02	NURSING HOME		LANCASHIRE
	LYTHAM ROAD			
	BLACKPOOL			
	SQUIRES GATE			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	31		
4	TW-05-F-03	NURSING HOME		TYNE & WEAR
	MOORE STREET			
	GATESHEAD			
	FELLING SHORE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	52		
5	WG-05-F-01	NURSING HOME		WOKINGHAM
	BARKHAM ROAD			
	WOKINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	58		

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Motion High Street Guildford

Licence No: 734001

Trip Rates for Key Periods		Trips per 1 reside RESIDE	
Period	Inbound	Outbound	Total
0800-0900	0.068	0.045	0.113
1700-1800	0.034	0.061	0.095
0700-1900	0.557	0.519	1.076

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

TOTAL VEHICLES**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	53	0.068	5	53	0.023	5	53	0.091
08:00 - 09:00	5	53	0.068	5	53	0.045	5	53	0.113
09:00 - 10:00	5	53	0.049	5	53	0.027	5	53	0.076
10:00 - 11:00	5	53	0.042	5	53	0.027	5	53	0.069
11:00 - 12:00	5	53	0.038	5	53	0.049	5	53	0.087
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13:00 - 14:00	5	53	0.049	5	53	0.034	5	53	0.083
14:00 - 15:00	5	53	0.053	5	53	0.064	5	53	0.117
15:00 - 16:00	5	53	0.061	5	53	0.098	5	53	0.159
16:00 - 17:00	5	53	0.034	5	53	0.045	5	53	0.079
17:00 - 18:00	5	53	0.034	5	53	0.061	5	53	0.095
18:00 - 19:00	5	53	0.019	5	53	0.023	5	53	0.042
19:00 - 20:00	4	53	0.066	4	53	0.033	4	53	0.099
20:00 - 21:00	4	53	0.028	4	53	0.066	4	53	0.094
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.651			0.618			1.269

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	31 - 70 (units:)
Survey date range:	01/01/05 - 02/05/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Motion High Street Guildford

Licence No: 734001

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

