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OLDLANDS FARM BUSINESS PARK

TRANSPORT ASSESSMENT

ENVIRONMENTAL STATEMENT – VOLUME 3

GK / 0704

Dec 2007

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Draft Travel Plans for the business park and for Asda are attached as separate documents.

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1. INTRODUCTION

- 1.1 COTTEE Transport Planning are instructed by Asda Stores Ltd to prepare a Transport Assessment (TA) in regards to development proposals for the Oldlands Farm Business Park, Bognor Regis.
- 1.2 The purpose of this report is to consider the transport implications of the proposal and make recommendations with regard to public transport, pedestrian, cycle and vehicular access.
- 1.3 Meetings have taken place with the Highway Authority, West Sussex County Council (WSCC) and a Scoping report for this study has been prepared.
- 1.4 Oldlands Business Park is allocated in the Local Plan for commercial use as part of Policy Site 6.
- 1.5 In regard to the Asda store proposal on the site, a retail impact assessment has been prepared by Asda's retail / planning consultant Drivers Jonas. They have concluded that there is need for a further food retail store in Bognor Regis and that there is no sequentially preferable site.
- 1.6 This report comprises a number of elements. **Section 2** considers the site and existing conditions. This is followed at **Section 3** by a description of the proposals and the scope of the study. Pedestrian and cycle access are considered in **Section 4** and public transport access at **Section 5**. Vehicular access is assessed at **Section 6** with parking and servicing addressed at **Section 7**.
- 1.7 The proposals are considered in the light of local and national policy at **Section 8**.

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- 1.8 A Safety Audit and Designers Response are included as appendices in this document.

2. THE SITE AND EXISTING CONDITIONS

2.1 The site is located north of Bognor Regis and is bound to the west by the A29 Shripney Road, to the south by the Southern Cross Trading Estate on Steyning Way, to the east by the Bognor to Barnham rail line and to the north by the proposed relief road to Bognor Regis.

2.2 The site is currently agricultural land. A site location plan is attached at **Appendix A** whilst a site context plan is attached at **Appendix B**.

Road Network

2.3 The A29 Shripney Road is an 'A' road within the WSCC Road Network but is not part of the WSCC Strategic Network.

2.4 Within the vicinity of the site the A29 is dual carriageway with street lighting and subject to a 50 mph speed limit. A footway is adjacent to the western carriageway. North of the site the A29 became single carriageway whilst south from the site towards the town centre it remains a dual carriageway but subject to a 40 mph speed limit.

2.5 The roundabout to the south-west of the site forms a junction between the A29 Rowan Way and Steyning Way, an access into the Southern Cross Trading Estate.

2.6 Rowan Way is an east / west local distributor route across the north of Bognor Regis. It is a single carriageway route with street lighting and subject to 40 mph.

Pedestrian and Cycle Routes

2.7 There are footways on both sides of the A29 Shripney Road towards the town centre, on Steyning Way and on Rowan Way.

- 2.8 On the A29 west of the site, there is one footway on the west side.
- 2.9 Pedestrians use the splitter islands at the roundabout to cross these roads.
- 2.10 There is a shared footway / cycle route on both sides of the A29 Shripney Road towards the town centre.
- 2.11 A plan of existing and proposed cycle routes is included at **Appendix C**.

Public Transport

- 2.12 The bus services in Bognor Regis are illustrated on the plan at **Appendix D**. Most services are operated by Stagecoach.
- 2.13 The 66 / 66A service operates along the A29 between Bognor Town Centre and Yapton via Shripney, Westergate, Barnham and Walberton.
- 2.14 The service runs on an hourly frequency Monday to Saturday 0715 to 1840.
- 2.15 Bognor Regis is a terminus station used by trains operated by Southern. There are 4 trains an hour leaving for destinations of Barnham, Littlehampton and London Victoria.
- 2.16 At Barnham there are connections to other destinations along the coast such as Portsmouth, Southampton and Brighton with a frequency of about 16 trains an hour.
- 2.17 The rail network is illustrated at **Appendix E**. The 66 bus service stops at Bognor Regis Station.

Traffic Surveys

2.18 Traffic surveys were undertaken on Friday 21st and Saturday 22nd September 2007 at the following junctions:

- A29 / Rowan Way roundabout
- A29 / Orchard Way roundabout
- A29 / A259 gyratory

together with Automatic Traffic Counts on Shripney Road north and south of the roundabout and on Rowan Way.

2.19 Peak hour traffic flows are included at **Appendix F**.

Highway Safety

2.20 Personal Injury Accident data has been obtained from WSCC for the 3 year period to September 2007. The accident plan is included at **Appendix G** and indicates:

- 5 slight accidents at the A29 / Rowan Way roundabout;
- a series of accidents on Shripney Road north through the village of Shripney; and
- clusters of accidents at junctions along the A29 towards the town centre.

Proposed Highway Schemes

2.21 Planning permission has been obtained for a Relief Road across the north of Bognor Regis. A plan of the scheme is included at **Appendix H**. It is anticipated the eastern relief road adjacent to this site could be open in summer 2008. The western relief road will follow later.

3. PROPOSED DEVELOPMENT AND SCOPE OF THE STUDY

- 3.1 The site is allocated in the Arun District Local Plan for commercial use.
- 3.2 A Transport Assessment prepared by Boreham Consulting Engineers (BCE) assessed the impact of the residential development in Bersted and Feltham (1350 houses) together with this site (38,000 sqm gfa B1 use) and the proposed relief road.
- 3.3 The proposals which form this planning application will comprise:
- business park of 19,500 sqm gfa; and
 - Asda store of 7,900 sqm gfa.
- 3.4 An illustrative site layout is included at **Appendix I** and demonstrates:
- Vehicular access into the site from the proposed A29 / Relief Road roundabout as anticipated in the Local Plan;
 - Asda store located in the south-west corner of the site closest to the existing pedestrian and cycle network and built up area of Bognor;
 - Pedestrian and cycle linkages to the town to the south and the proposed relief road to the north; and
 - A bus only corridor to ensure the 66 service enters and leaves the site with minimal diversion.

Base Traffic Flows

- 3.5 As indicated earlier, traffic surveys were undertaken on Friday 21st and Saturday 22nd September 2007 and peak hour flows are included at **Appendix E**.

Development Phasing

- 3.6 It is proposed to construct business units of 1100 sqm initially together with the Asda store. The remaining 18,400 sqm of business units will be built out over a 14 year period. This is based on a recently undertaken viability assessment.

Test Years

- 3.7 For the purposes of this assessment it is proposed therefore to test the network for design year 2011 partial development and 2025 for full development.

Growth Factor

- 3.8 Combined NRTF and Temporo growth factors are applied to the base network. Details are at **Appendix J**.

Business Park Trip Rates

- 3.9 The trip rates (vehs / 100 sqm) used in the BCE Transport Assessment are to be used again in this assessment.

	AM PEAK			PM PEAK		
	Trip Rates (Veh/100 sqm)	Vehicles		Trip Rates (Veh/100 sqm)	Vehicles	
		1100 sqm	19500 sqm		1100 sqm	19500 sqm
Arrival	1.46	16	285	0.27	3	53
Departures	0.34	4	53	1.51	25	294
Total	1.80	20	351	1.78	20	347

- 3.10 Multimodal trip rates for business parks have been extracted from the TRICS database and included at **Appendix K**. The two-way trip rates and equivalent numbers for the development are below.

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	AM PEAK			PM PEAK		
	Trip Rate	1100 sqm	19500 sqm	Trip Rate	1100 sqm	19500 sqm
Vehicles	1.631	18	318	1.272	14	248
Total People	2.079	23	405	1.692	19	330
Pedestrians	0.105	1	20	0.078	1	15
Cyclists	0.044	1	9	0.044	1	9
Public Transport	0.093	1	18	0.096	1	19

Food Trip Rates

- 3.11 Multimodal trip rates have been extracted from the TRICS database and included at **Appendix L**. The weekday trip rate (per / 100sqm) and numbers information is as follows:

	AM PEAK		PM PEAK		DAILY	
	Trip Rate	1100 sqm	Trip Rate	1100 sqm	Trip Rate	1100 sqm
Vehicles	5.030	397	12.132	958	135.079	10671
Total People	7.517	594	21.563	1703	238.059	18807
Pedestrians	1.027	81	1.547	122	21.669	1712
Cyclists	0.131	10	0.128	10	1.574	124
Public Transport	0.153	12	0.146	12	3.550	280

- 3.12 Information from Saturday survey is included at **Appendix M**.
- 3.13 In assessing the modal proportions for the business park, the 2001 census provides some information on the travel to work for the daytime population of the Bersted Ward as follows:

- Walk 12%
- Cycle 12%
- Motorcycle 2%
- Train 1%
- Bus 2%
- Car (inc passengers) 71%

Details are at **Appendix N**.

- 3.14 The TRICS data demonstrates that sustainable travel modes for both business park and foodstore can be encouraged and the mode proportions illustrated by the census information would provide useful targets for the site to work towards.

Trip Distribution

- 3.15 The trip distribution for the business park is based on the work undertaken in the BCE Transport Assessment. A summary is included at **Appendix O**.
- 3.16 The trip distribution for the Asda Store is based upon trade draw assumptions provided by Asda's retail consultant Jones Lang LaSalle. The plan attached at **Appendix P** indicates the anticipated distribution of customers.
- 3.17 Normally pass-by trade of 30% during the PM peak and 10% in the Saturday peak is applied at the access point and distributed in accordance with existing turning movements through the network. However the retail impact study indicates 65% of Asda's trade will transfer from the Tesco store in Shripney Road which is significantly overtrading and therefore this is the significant factor in the redistribution of trips in the area. The standard pass-by figures have therefore not been applied in this case.

Committed Development

- 3.18 Planning permission has been granted for a total of 1350 dwellings in Bersted and Feltham. These developments have been included in the BCE Transport Assessment on which this assessment is based.

Traffic Analysis

- 3.19 The traffic flow diagrams are included at **Appendix Q** and follows the following procedure:

- Use the BCE Transport Assessment as the base network;
- Extract the business park trips from the BCE am and pm traffic flow diagrams;
- Compare the BCE 2007 base with latest 2007 survey results and adjust to suit current conditions;
- Growth the network to 2011 and 2025 including a Saturday peak;
- Add the new business park traffic;
- Add the Asda traffic, taking into account the diversion of trips from Tesco, Shripney Road; and
- Review the impact on the network.

- 3.20 There is no traffic model for Saturday and so testing of the Saturday peak has been undertaken using the Friday evening peak hour base and adding the Asda Saturday peak hour traffic without any pass-by deduction. This provides a robust analysis. It is assumed there is no trips associated with the business park on Saturday.

4. PEDESTRIANS AND CYCLISTS

- 4.1 It is proposed to improve the pedestrian and cycle connections to the site to encourage these modes of travel.
- 4.2 At present there are shared footway / cycle ways on both sides of Shripney Road to the town centre and footways on Steyning Way and Rowan Way.
- 4.3 When the relief road is constructed there will be a shared footway / cycle way on the south side and this will be continued into the site along the access.
- 4.4 The internal layout of the site will include footway / cycle way provision on both sides of the internal roads in order to encourage these modes of travel and there will be an internal footway / cycle route which will connect to the external links in the south-west corner of the site.
- 4.5 Most pedestrians and cyclists to the site will come from the south along the A29 Shripney Road so it will be necessary to improve crossing facilities.
- 4.6 On Steyning Way, there is a dropped kerb on the south side but no dropped kerb on the north side. The traffic flows on Steyning Way are unlikely to justify a signal controlled crossing but a significant improvement can be made by introducing raised table treatment to assist.
- 4.7 The carriageways will be made slightly narrower which will reduce vehicle speeds at the crossing point. Details are included at **Appendix R**.

- 4.8 On Shripney Road the crossing facility is again dropped kerbs on both sides with a footway across the central reserve. There is a significant volume of traffic on Shripney Road and so it is proposed to introduce a toucan crossing on both carriageways as illustrated at **Appendix R**.
- 4.9 The proposed network of footway and cycle routes both internal and external is illustrated at **Appendix S**.

5. PUBLIC TRANSPORT

- 5.1 There is a regular bus service (66) which passes the site on an hourly frequency between Bognor Regis town centre to the south and Yapton to the north.
- 5.2 However in order to encourage travel by bus it is important to ensure the bus is routed through the site and drops and picks up passengers close to their destinations.
- 5.3 The current vehicular access arrangements from the new roundabout on the A29 would require the bus to undertake a significant diversion on both north and south bound routes and hence a "bus only arrangement" has been designed into the scheme.
- 5.4 The detail of the arrangement is included at **Appendix T** and comprises:
- a long bus only lane in a corridor north of the Asda store;
 - a bus only right turn lane on the A29 to enable buses to enter the site from the south without having to use the main vehicular access to the site.
- 5.5 South bound buses would use the route in the opposite direction.
- 5.6 The "bus only" corridor is 180m in length and hence it is considered this will be self enforcing assuming adequate signing, lining and surface treatment.
- 5.7 The construction of the relief road and the proposed residential developments in Bognor Regis will mean that bus routes are being re-examined to ensure improved accessibility for people travelling by bus.

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- 5.8 Discussions are continuing with WSCC and Stagecoach in order to improve bus accessibility in the area. This development will provide financial contributions through a S106 obligation for improvement to bus services in the area.
- 5.9 The 66 bus connects the site to the rail station and hence Oldlands Business Park will have good connections for rail travel.

6. VEHICULAR ACCESS

- 6.1 The traffic analysis for the proposed residential developments and the relief road was included in the BCE Transport Assessment and this document forms the basis of the analysis for this particular development.
- 6.2 The distribution of the traffic flow diagrams is explained in Section 3 and the diagrams are included at **Appendix Q**.
- 6.3 The traffic analysis was based on the following assumptions:
- The business park traffic has trip rates and a distribution similar to the analysis in the Borehams Transport Assessment; and
 - Based on the retail impact assessment the Asda foodstore will draw 65% of its trade from the nearby Tesco foodstore which is overtrading. There is, therefore, a high redistribution of traffic locally on the network.
- 6.4 The impact of traffic on the network is illustrated in the following tables.

AM PEAK HOUR	2007 (vehs)	2011 (vehs)	Dev (vehs)	% Impact	2025 (vehs)	Dev (vehs)	% Impact
Site Access Roundabout		2089	300	14.3	2392	631	26.4
A29 / Rowan Way Roundabout	1791	2647	53	2.0	2953	100	3.4
Western Relief Road / Rowan Way Roundabout		1457	56	6.9	1668	101	6.1
Eastern Relief Road Roundabout		1248	38	3.0	1429	53	3.7
A29 / A259 Gyratory	2979	2451	37	1.5	2806	87	3.1

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PM PEAK HOUR	2007 (vehs)	2011 (vehs)	Dev (vehs)	% Impact	2025 (vehs)	Dev (vehs)	% Impact
Site Access Roundabout		2396	694	29.0	2785	1020	36.6
A29 / Rowan Way Roundabout	2294	3603	70	2.0	4188	236	5.6
Western Relief Road / Rowan Way Roundabout		1951	77	3.9	2269	143	6.3
Eastern Relief Road Roundabout		1404	77	5.5	1632	94	5.7
A29 / A259 Gyratory	3283	2828	83	2.9	3289	134	4.0

- 6.5 This analysis demonstrates that apart from the site access roundabout, the proposals will not have a significant impact on the network.
- 6.6 The A29/ A259 gyratory will have a maximum 4% impact in 2025 which is below 5%, commonly considered to be a significant impact. It is considered therefore because of this and its distance from the site, no detailed analysis of the junction is required.
- 6.7 It should be noted that this analysis rectifies two errors in the Borehams report namely;
- On the A29 / Rowan Way roundabout the base traffic flows have made very little or no allowance for u-turning traffic associated with the Tesco store. This is illustrated on the traffic flow diagrams which compare Cottee surveys in 2007 with Borehams predicted 2007 figures;
 - In the evening peak hour, the Borehams Transport Assessment only tested for 50% of the development traffic associated with the 38,000 sqm B1 floorspace.

6.8 Detailed capacity analysis has been undertaken on the following junctions:

- A29 / Relief Road / Site Access Roundabout;
- A29 / Rowan Way Roundabout;
- Rowan Way / Western Relief Road Roundabout;
- Eastern Relief Road Roundabout / Residential Development Access.

6.9 The results are included at **Appendix U** and confirm the following:

- the site access roundabout has capacity in all conditions;
- the A29 / Rowan Way roundabout has capacity in 2011 with development but indicates some stress in both 2025 base and with development conditions;
- the Rowan Way / Western Relief Road roundabout operates well although by 2025 the Rowan Way (East) arm is close to capacity;
- the Eastern Relief Road / Residential Development access has capacity in all conditions.

6.10 With regard to the A29 / Rowan Way roundabout the redistribution of flows arising from the Asda store improves the balance of flows on the roundabout, particularly with the removal of some of the u-turning traffic. However by 2025 both A29 approaches are queuing.

6.11 Signalisation of the roundabout resolves this issue. A scheme and its capacity assessment is included at **Appendix V** although this scheme need only be considered in the later years as the business park expands and once the Relief Roads have been open for a period of time.

- 6.12 The junction needs to be tested on actual rather than predicted flows of the Relief Road to ascertain whether it will be required because applying both a growth factor and development traffic over a long period of time may exaggerate future traffic flows.

Reduced Mileage

- 6.13 One characteristic of a new foodstore is that it leads to a reduction in mileage travelled by customers.
- 6.14 Currently there are residents of Bognor Regis who undertake their weekly food shop in Chichester and Littlehampton.
- 6.15 The retail impact assessment indicates that the proposed Asda Store will encourage some of these shoppers to transfer their shopping trip to Asda thus reducing the mileage travelled by shoppers in the area.

Construction Traffic

- 6.16 It is anticipated that the duration of the construction for the development of the foodstore would be around 50 weeks. The table below provides a preliminary indication of construction vehicle movements.

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WORKS PERIOD	CONSTRUCTION WORKS		
	TYPE	DURATION	DAILY MOVEMENTS (HGV's unless stated)
Construction Period (52 weeks total – 50 weeks + 2 weeks buffer)	Materials	3 Days	30
	Concrete Mixers	6 Weeks	6
	Steelwork Deliveries	6 Weeks	1 per week
	Cladding & Roofing	8 weeks	2 per week
	Ground Floor Slab	2 weeks	1 per week
	Brickwork	8 weeks	1 per week
	Car Park Base	2 weeks	2
	Drainage Materials	8 weeks	1 per week
	Blacktop	4 weeks	4
	Landscaping	4 weeks	12 over 2 weeks
	Fit Out	2 weeks	16 over 2 weeks
	Workers	Throughout at peak 100 cars / LGV	

7. CAR PARKING, SERVICING AND SPECIAL NEEDS ACCESS

Parking Standards

- 7.1 The West Sussex County Council parking standards indicate the following:

	Car	Disabled (minimum)	Cycle (minimum)	Motorcycle
B1	1 space per 30 sqm	1 space per 20 parking spaces	1 space per 150 sqm for staff and 1 space per 500 sqm for visitors	1 space per 30 car spaces
Foodstore	1 space per 14 sqm	1 space per 20 parking spaces	1 space per 150 sqm for staff and 1 space per 500 sqm for visitors	1 space per 30 car spaces

- 7.2 For this development the following provision is therefore appropriate:

	Car	Disabled	Cycle	Motorcycle
B1	650	33	130 + 39 = 169	22
Foodstore	564	28	53 + 16 = 69	19
Total	1214	61	238	41

Servicing

- 7.3 Servicing vehicles will access the site using the main access. Autotrack analysis is included at **Appendix W**.
- 7.4 Asda stores are serviced from central distribution depots strategically located throughout the UK. Stores require six or seven articulated HGV deliveries evenly spread throughout the course of the day mainly between 0700 and 2300 at intervals of around one every two hours.

- 7.5 Asda stores also require deliveries from other suppliers, for example, crisps, bread, milk and papers. The movement of these vehicles are controlled by the store directly with suppliers.

Special Needs Access

- 7.6 Special needs parking will be provided for each office unit in accordance with the standards.
- 7.7 The Asda store will also include substantial parking provision for special needs customers together with easy access to and into the store.

Safety Audit

- 7.8 A Stage 1 Safety Audit has been undertaken by independent auditors and the report is included at **Appendix X**.
- 7.9 A Designers Response to the Safety Audit is included at **Appendix Y** and changes incorporated in the plans in this document.

8. TRANSPORT POLICY

PPG13

- 8.1 Planning Policy Guidance Note 13 (PPG13) Transport published in March 2001 sets out its objectives at paragraph 4. It states that:

"The objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level to:

- Promote more sustainable transport choices for both people and for moving freight;
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and
- Reduce the need to travel, especially by car.

- 8.2 Paragraph 19 on accessibility states that:

"A key planning objective is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking and cycling. This is important for all, but especially for those who do not have regular use of a car, and to promote social inclusion. In preparing their development plans, local authorities should give particular emphasis to accessibility in identifying the preferred areas and sites where such land uses should be located, to ensure they will offer realistic, safe and easy access by a range of transport modes, and not exclusively by car."

COTTEE Transport Planning emphasis.

The site is accessible by public transport, on foot and by cycle and is therefore also considered to be socially inclusive.

- 8.3 Public Transport is considered in PPG13 from paragraph 72:

"The likely availability and use of public transport is very important ingredient in determining locational policies designed to reduce the need for travel by car. Within the context of the local transport plan, local authorities should work in partnership with public transport providers and operators, and use their planning and transport powers to improve public transport in ways which will reinforce the effectiveness of location policies in the development plan. The aim should be to establish a high quality, safe, secure and reliable network

of routes, with good interchanges, which matches the pattern of travel demand in order to maximise the potential usage of public transport.

COTTEE Transport Planning emphasis.

8.4 Travel Plans are referred to in PPG13 from paragraph 87:

"Where travel plans are to be submitted alongside a planning application, they should be worked up in consultation with the local authority and local transport providers. They should have measurable outputs, which might relate to targets in the local transport plan, and should set out the arrangements for monitoring the progress of the plan, as well as the arrangements for enforcement, in the event that agreed objectives are not met. They might be designed for the applicant only, or be part of a wider initiative, possibly organised by the local authority, involving other developments in the area."

Draft Travel Plans are attached to this document. Modal split targets for staff /colleagues will be promoted in line with the provisions of the Local Transport Plan and will be enforced through surveys and a monitoring and review process.

West Sussex Structure Plan

8.5 The Structure Plan together with the Arun District Local Plan form The Development Plan for Arun. The West Sussex Structure Plan covers the period 2001-2016.

8.6 In regard to Retail Development policy NE10 indicates in (b) (1) (iv) that new retail development:

"offers realistic, safe and easy access by a range of transport modes, not exclusively by car".

8.7 Policy NE 13 on transport includes the requirement to widen travel choice and promote walking, cycling and passenger transport.

8.8 POLICY DEV 1 indicates development should:

- (4) "give high priority to pedestrians, those with impaired mobility, cyclists and users of passenger transport, reduce dominance of cars and roads and integrate with existing transport provision.

8.9 POLICY DEV 4 States:

- (a) Development should not be permitted unless: the travel needs it generates are met; where possible, it reduces the need to travel; it achieves safe and convenient access by a choice of means of travel; it encourages and enables an increase in walking, cycling and the use of passenger transport; and the number and impact of motorised journeys is minimised.
- (b) Local plans will include policies to ensure that:
 - (1) wherever possible development is located close to existing passenger transport, walking and cycling networks or major passenger transport interchanges or where this can be provided as part of the development;
 - (2) development caters safely, conveniently and adequately for all travel needs by:
 - (i) integrating with existing and proposed provision for pedestrians and cyclists and maintaining or improving existing patterns of movement on foot or by cycle;
 - (ii) providing convenient, safe and attractive facilities for pedestrians and cyclists;
 - (iii) providing convenient, safe and attractive facilities for those with impaired mobility (including the disabled);
 - (iv) integrating with existing and proposed provision for bus and rail transport, and maintaining or improving existing patterns of movement by bus or rail;
 - (v) securing the provision of new or improved passenger transport and the provision of convenient, safe and attractive facilities for users of passenger transport, including taxis;
 - (vi) ensuring safe and adequate access to the highway network; and
 - (vii) minimising the impact of motorised journeys.
 - (3) where necessary, transport assessments are undertaken to assess whether safe and convenient access by all modes of transport can be achieved, that the development encourage and enable an increase in walking, cycling and the use of passenger

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transport, and that the number and impact of motorised journeys will be minimised; and

- (4) where necessary, the preparation and implementation of travel plans is secured to encourage and enable an increase in walking, cycling and the use of passenger transport.

Arun District Local Plan

8.10 The site is allocated for development as a business park under Policy Site 6 Land to the North of Bersted, Bognor Regis and Feltham.

8.11 Policy DEV 27 sets the criteria for retail development which includes:

- (ii) it is easily accessible by the highway network and public transport.
- (iii) It includes provision for access by cycle and on foot.
- (iv) It includes appropriate provision to enable access for people with disabilities.

8.12 In regard to all these policies:

- The site offers a range of travel choices;
- It includes measures to promote public transport, walking and cycling;
- It provides for people with disabilities;
- It is well connected to the highway network;
- It reduces distance travelled by car by retaining shopping trips within Bognor; and
- It will have travel plans for both the business park and Asda to encourage sustainable travel.

9. CONCLUSIONS

- 9.1 This Transport Assessment accompanies an outline planning application for Oldlands Business Park together with an Asda Store.
- 9.2 The business park is allocated within Arun District Local Plan under Policy Site 6 which included residential development and a relief road.
- 9.3 Vehicular access to this site was included within the Relief Road design in the form of a fourth arm on the proposed Relief Road / A29 roundabout.
- 9.4 A Transport Assessment produced by Boreham Consulting Engineers tested the road network in Bognor Regis and this has formed the basis of this current assessment.
- 9.5 The Asda store is located in the south-west corner of the site closest to the built-up area of Shripney Road and Rowan Way.
- 9.6 Pedestrian and cycle routes are included throughout the internal layout of the site.
- 9.7 Externally there are improvements to crossings for pedestrians on Steyning Way and the provision of a toucan across Shripney Road.
- 9.8 The site layout includes a bus only facility to allow the 66 bus service and other services to enter the site without significant diversion.
- 9.9 In addition the development will contribute to improved bus services in the area.

- 9.10 Capacity assessments of the various junctions indicate the network will function acceptably in 2011. In 2025 only the Rowan Way / A29 roundabout indicates some stress.
- 9.11 Signalising the junction would improve the capacity but the need for an improvement such as this should be assessed once the relief road has been open and actual, rather than predicted traffic flows used to make this judgement.
- 9.12 The proposals are consistent with national and local transport policy in providing a choice of travel modes to the site with improvements to public transport, cycling and walking modes.
- 9.13 Servicing vehicles and provision for disabled have been considered in the development of the site.
- 9.14 Travel Plans for both the Business Park and the Asda store will provide the motivation to ensure sustainable travel modes are encouraged in this location.
- 9.15 A Safety Audit of the scheme is included in this document together with a designers response.