

LAND AT GREVATT'S LANE, CLIMPING TRANSPORT STATEMENT



SYSTRA

LAND AT GREVATT'S LANE, CLIMPING

TRANSPORT STATEMENT

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1. INTRODUCTION

1.1 Context

- 1.1.1 SYSTRA Ltd (SYSTRA) have been commissioned by Southern Co-operative Ltd to produce a Transport Statement (TS) to support a planning application for the proposed development of a crematorium in Climping, West Sussex. The local planning authority are Arun District Council (ADC) and the local highway authority are West Sussex County Council (WSCC). The proposed development site layout is attached at **Appendix A**.
- 1.1.2 The site is currently greenfield and is located to the south of the A259 Grevatt's Lane, approximately 4.5km west of Littlehampton and 5.6km east of Bognor Regis. The proposed redevelopment comprises a crematorium with an 84 seat chapel, memorial gardens, a scatter garden and associated car parking on the site.
- 1.1.3 It is acknowledged that due to the sensitive nature of the development, a large proportion of people visiting the site will do so by private car. Notwithstanding this, the TS will seek to demonstrate that the site can be accessed by a range of transport modes including walking, cycling and public transport.
- 1.1.4 The aim of this TS is to identify existing and potential future traffic and transport impacts related to the site and its proposed future operation. The TS also provides an assessment of the potential transport impacts associated with the anticipated number of trips as a result of the development.

1.2 Report Structure

- 1.2.1 This TS details the transport issues and the potential impacts of the development proposal. It is divided into the following remaining sections:
- **Section 2: Policy Context** – Provides a summary of the current national and local planning and transport policy that is relevant to the Proposed Development;
 - **Section 3: Existing Situation** – Describes the existing transport and highways conditions prevalent at the Site and in the surrounding area;
 - **Section 4: Proposed Development** – Summarises the development proposals including proposed car and cycle parking arrangements;
 - **Section 5: Multi-modal Trip Generation and Impacts** – A multi-modal assessment of the trips associated with the proposed development in addition to a review of the resulting impact on the highway network; and
 - **Section 6: Summary and Conclusions** – Provides a summary of the Proposed Development's arrangements and its impact on the local area.

2. POLICY CONTEXT

2.1 Introduction

- 2.1.1 This chapter reviews current and emerging land use and transport planning policies at national and local government levels, and summarises how the proposed development should comply.

2.2 National Policy

National Planning Policy Framework (July 2018)

- 2.2.1 In July 2018 the revised National Planning Policy Framework (NPPF) was published, setting out a number of transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a wider choice about how they travel.
- 2.2.2 At the heart of the NPPF is a presumption in favour of sustainable development. It notes that developments should;

‘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.’

- 2.2.1 The NPPF 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 Assessment so that likely impacts of the proposal can be assessed.
- 2.2.1 The NPPF states that development should only be 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. Within this context, applications for development should:
- 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;
 - Address the needs for people with disabilities and reduced mobility in relation to all modes of transport;
 - 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;
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Planning Practice Guidance (PPG) – Travel Plans, Transport Assessments and Statements in Decision-Taking (March 2014)

- 2.2.2 This guidance was updated in March 2014 and sets out the positive contributions that Transport Assessments / Statements and Travel Plans have. It also states that these documents should be proportionate to the size and scope, be tailored to particular local circumstances and be established at the earliest practicable stage of a development proposal

through collaborative ongoing working between Local Planning Authorities, developers, relevant transport authorities and neighbourhood planning organisations.

2.2.3 In relation to Transport Assessments / Statements it states they should consider:

- 'the existing public transport provision, including provision / frequency of services and proposed public transport changes;
- a qualitative and quantitative description of the travel characteristics of the proposed development;
- an assessment of trips from all directly relevant committed development in the area;
- measures to improve the accessibility of the location;
- a description of parking facilities in the area and the parking strategy of the development;
- ways of encouraging environmental sustainability by reducing the need to travel; and
- measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.

2.3 Regional Policy

West Sussex Structure Plan 2001-2016

2.3.1 The West Sussex Structure Plan remains the strategic policy statement for development and land use planning, providing a strategic context for land use and transport. The document sets out the strategic planning framework and guides the way that West Sussex will grow and develop to 2016 and beyond. The Vision for West Sussex is about promoting, in all urban and rural areas, wider economic health and prosperity, social progress and environmental protection.

2.3.2 The document highlights the local needs of rural communities through bringing homes, jobs, facilities and services within closer reach to these communities and through supporting existing facilities and services. Some areas will continue to grow through small-scale and gradual development, both brownfield and greenfield, where this will meet the local social and economic needs of rural communities and support facilities and services.

2.3.3 The document states that the Council are '*in favour of more community facilities and services being provided. The priority will be for them to be located within towns and villages, although they may be acceptable elsewhere if their scale and impact is compatible within a countryside location*'. (NE11).

West Sussex Transport Plan 2011 – 2026

2.3.4 The document sets out the transport strategy for the county up to 2026.

"Our main objective is to improve quality of life for the people of West Sussex by helping to provide:

- *A high quality transport network that promotes a competitive and prosperous economy in all part of the County;*
- *A resilient transport network that complements the built and natural environments whilst reducing carbon emissions over time;*
- *Access to services, employment and housing; and*
- *A transport network that feels, and is, safer and healthier to use."*

2.3.5 The document identifies key transport issues in the District including:

- Road congestion during peak hours, which causes disruption and air pollution especially on the A27 at Arundel, the A29 and A259;
- A259 congestion affects all vehicles, including public transport, causing air quality and noise issues. Some junctions along the route have high casualty rates and are in need of improvements to address the casualty rates;
- Level crossings on the A29 and A284 cause delay between the A27 and the main towns of Bognor Regis and Littlehampton;
- Lack of safe crossing points along the main routes through the District causes community severance;
- Rail services between both Littlehampton, Bognor Regis and London are perceived as slow and upgrades to improve accessibility to rail stations are required;
- The current provision of pedestrian and cycling facilities is disjointed and suffers from inadequate signage, crossing points and poor surfacing;
- The Public Right of Way (PROW) network linking the South Downs National Park with the coast is also disjointed and deficient in bridleway access and requires surface enhancements; and
- Due to low use of some services, there is uncertainty over the future viability of some bus services.

2.3.6 Many of these key transport issues have also been identified as key transport objectives for the Arun District.

West Sussex County Council Transport Assessment Methodology (2007)

2.3.7 The guidance compliments the national guidance by PPG13 (now superseded) and is specific to the preparation of transport assessments within West Sussex.

2.3.8 The identified impact on the transport network must be addressed according to the following hierarchy:

- First reduce the total demand to travel as much as possible through sustainable location and travel plan measures;
- Secondly maximise mode share by sustainable modes and minimise mode share by private car by travel plan measures and also by provision of walking, cycling and PT infrastructure and services;
- Thirdly seek to spread or time-shift travel demand away from impacting on the peak hours of congestion on the highway network - and on PT services if these are near to being fully occupied locally - towards hours where spare network capacity exists; and
- Lastly, if there is still an adverse material impact on the highway network after the above has been done, this must be offset through highway improvements, which must be achieved with no adverse impact on highway safety or to users of sustainable modes.

2.4 Local Policy

Adopted Arun Local Plan 2011 – 2031 (July 2018)

2.4.1 The Plan sets out the vision for Arun to 2031 and beyond and highlights that:

“Economic growth for job creation is its number one priority. It wants to enable residents of working age to be able to work within Arun, with increasing ‘job density’ as its central theme of this Plan.

- 2.4.2 Whilst the proposals would provide a public service and community facility, it would be operated on a commercial basis and would generate some employment and have economic benefits for associated businesses, e.g. funeral directors, florists, etc. the proposals would also provide a crematorium to meet the local needs assisting in reducing travel times and traffic in the wider area.

Policy SD SP1: Sustainable Development: When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work pro-actively with applicants to jointly find solutions which mean that proposals can be approved wherever possible and to secure development that will contribute to the social, economic and environmental conditions.

Policy T DM1 Sustainable Travel and Public Rights of Way: New development must ensure ease of movement, prioritising pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified.

Arun District Council Parking Standards Supplementary Planning Document (2000)

- 2.4.3 The document states that for cemeteries and crematoria the car parking requirements are to be assessed individually, with no lorry parking requirements necessary.
- 2.4.4 Operational Requirements include:
- Car Parking Spaces Dimensions : 4.8m x 2.4 m to accommodate a private car of average dimensions;
 - Disabled Parking : Provision of spaces at a ratio of one disabled parking space per 20 spaces;
 - Loading / Unloading: Adequate loading, unloading and turning facilities will be required. Turning facilities should be provided to enable commercial vehicles to be able to turn within the curtilage and clear of the highway;
 - Cycle Provision : 1 cycle space per 8 car parking spaces, subject to a minimum of 2 cycle spaces; and
 - Motorcycle Provision: 1 cycle space per 30 car parking spaces, subject to a minimum of 1 space. Motorcycle spaces shall be of a size 1.4m x 2.3m.

2.5 Crematorium Guidelines

A Guide to Cremation and Crematoria. The Federation of Burial and Cremation Authorities 2016

- 2.5.1 As there is no crematorium policy given in local planning documents, specific guidance on operational requirements for crematoriums have been reviewed. The Federation of Burial and Cremation Authorities (FBCA) provides guidance on site location and access provision. A number of the key guidelines are outlined below:
- 2.5.2 In terms of site location the guide states that *“there is a growing recognition that new crematoria will be built in a countryside location close to the urban fringe. Ideal sites are rarely to be located in urban areas and it is emphasised that suitability of setting is of greater importance than its location in close proximity to population centres”*.
- 2.5.3 Site access guidance indicates that *“entrance and exit gates should be set back from the road and should incorporate a pedestrian gateway and path. Entrances may need a roundabout,*

or a central turn right lane, to allow the hearse and accompanying private cars to wait in a safe and dignified manner”.

- 2.5.4 Guidance on the internal layout of the crematorium highlights that *“the successful operation of a crematorium is dependent on the adequate separation of funeral corteges in both time and space, with each funeral party being provided with as much privacy as possible. The flow of traffic to and from the car park and the building should ideally be in one direction only and should be simple, dignified and uninterrupted. Where possible, entrance and exit routes should be screened and separated to avoid funeral corteges passing each other”.*
- 2.5.5 Car parking guidance states that *“the size of a car park can be estimated by equating it to approximately two thirds of the total seating capacity of the chapel. A proportion of parking spaces should be allocated to the chapel for use by disabled people.”*

The Siting and Planning of Crematoria. Department of Environment (1978)

- 2.5.6 The guidance produced by the Department of Environment was published in 1978 and considers the main principles of the siting of new crematoria which includes:
- *“that the site is well suited for the building, and is accessible by public transport, and, normally, that all main services are available;*
 - *that the crematorium is so sited that its use does not have any material effect on the immediate neighbourhood; and*
 - *that the layout of the site provides for the easy movement of vehicles to and from the building, and adequate parking space.”*
- 2.5.7 Paragraph 5 highlights that *“sufficient land is required to provide an appropriate setting for the crematorium, adequate internal access roads, car-parking space and space for the disposal of ashes”.*
- 2.5.8 Paragraph 9 considers that site entrances and exits require careful planning such as:
- *“from or to local distributor roads;*
 - *appropriate sight lines should be provided.*
 - *Circulation of traffic to have a separate entrance and exit; and*
 - *If the entrance and exit routes share the same roadway this should be about 5 m wide.”*
- 2.5.9 Paragraph 11 highlights that car parking should be governed by the capacity of the chapel and that at least one car parking space should be provided for every two places in the chapel. The layout of spaces in the car park should allow cars to arrive, park and depart without noisy manoeuvring.

Planning Appeal Inspector Comments on Sustainability / Accessibility

- 2.5.10 Planning Inspectors at a number of allowed Appeals on applications for crematoria have confirmed that rural and edge of / out of town locations in England and Wales are suitable for crematoria due to the nature of the use where by definition accessibility by non-car means is limited. Inspectors have decided that for crematoria development it is appropriate to consider the wider context of sustainable travel rather than just whether a site is served by public transport. This is because a new crematorium in an appropriate location could result in a considerable journey time and distance reduction from the journeys that are currently occurring to existing further afield crematoria.
- 2.5.11 This is confirmed by the June 2013 Appeal Decision Ref: APP/AO665/A/12/2186911 in Lach Dennis, Cheshire where the nearest bus stop 3.5km from the site. The Appeal Inspector’s comments which have been subsequently referenced in other Appeals include:

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- 2.5.12 Para.50 - *'The appeal site is not easily accessible by public transport.'* *'The guidelines on the siting and planning of crematoria advise that locations should be accessible by public transport, although the Council explained that its research indicated that most people made the journey to both services and gardens of remembrance at crematoria by private vehicles. Bearing in mind that, in the absence of a local facility, journeys, including those by corteges of limousines and cars, are made out of the local area to the existing crematoria, I consider that it is appropriate to take a broader view of sustainable travel than simply the extent to which the site is accessible by public transport.'* *'Given the distances involved to the existing crematoria, I consider that the appeal proposal would have the potential to realise a significant reduction in travel.'*
- 2.5.13 Para.51 - *'At the present time the prospect of a reduction in travel is a potential benefit of the appeal proposal, and I consider that this offsets the difficulties which would be involved in travelling to and from the site by public transport.'*
- 2.5.14 Para.52 - *'Sustainability does not simply concern accessibility and mode of transport.'*
- 2.5.15 A further crematorium proposal at Swanwick, Derbyshire, where a two hourly bus operates 300m north of the site, in July 2013 Appeal Ref: APP/M1005/A/12/2188880 was reviewed where the Inspector on the Appeal confirmed that *'of the 25 planning permissions granted since 1996 for new crematoria development all fall outside of settlements.'* Moreover he also concluded that:
- *'the proposal would be an acceptable form of development within the open countryside'*
 - *'on balance the proposal would constitute sustainable development and is acceptable having regard to the policies set out in the NPPF'; and*
 - *'The proposal would meet an identified need which in turn would lead to more sustainable travel patterns.'*
- 2.5.16 The Inspector's decisions on the proposals clarify that:
- A journey to a crematorium is unlikely to be a regular occurrence for most people and is not typically a repetitive destination;
 - The nature of a sites use is not conducive to travelling by public transport, bicycle or foot and the use of private cars is much more likely;
 - People from a wide catchment area are likely to be attending services at different times of the day;
 - Mourners usually do not return to their original destination but are likely to travel to another destination for a 'wake' or gathering; and
 - Mourners would more than likely be travelling together as part of the cortege or car sharing with family and friends, therefore car occupancy levels would tend to be higher than other forms of development.
- 2.5.17 Given the collective position of the Inspectors on accessibility of crematoria and mourner travel habits the locations of other crematoria sites should be considered in a similar context.

3. EXISTING SITUATION

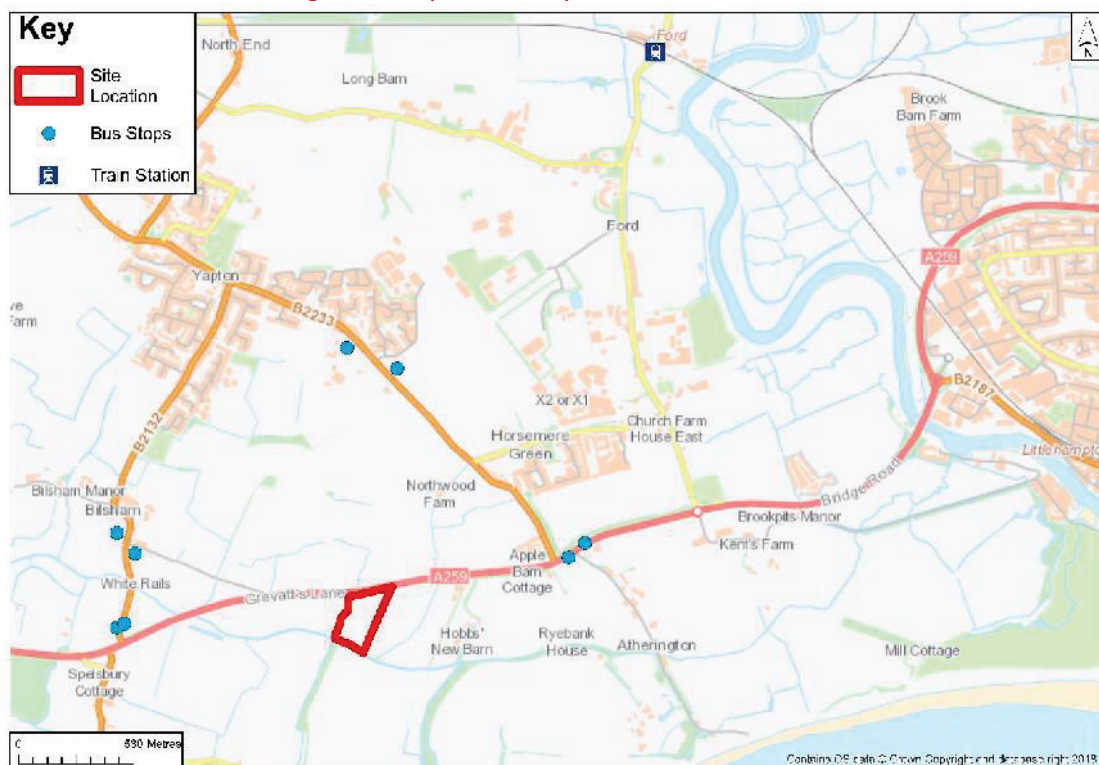
3.1 Introduction

- 3.1.1 This section of the TS describes the baseline transport conditions at the existing site and in the surrounding area with a focus on local transport infrastructure and services. The baseline conditions need to be established to fully understand the context of the proposed development and the associated traffic and transport impacts. It is informed by desk-based research and a site audit undertaken on Friday 7 December 2018.

3.2 Site Location and Existing Use

- 3.2.1 The site is located to the south of the A259 Grevatt's Lane, Climping in West Sussex. As shown on Figure 3-1, the site is bordered to the north by the A259 Grevatt's Lane and to the east, south and west by greenfield land.

Figure 3-1 Proposed Development Location



- 3.2.2 The site is located approximately 4.5km west of Littlehampton and 5.6km east of Bognor Regis and is currently greenfield with an existing informal site access taken from Grevatt's Lane which has been blocked off, as shown in Figure 3-2.

Figure 3-2 Existing informal site access onto Grevatt's Lane



3.3 Pedestrian and Cycle Network

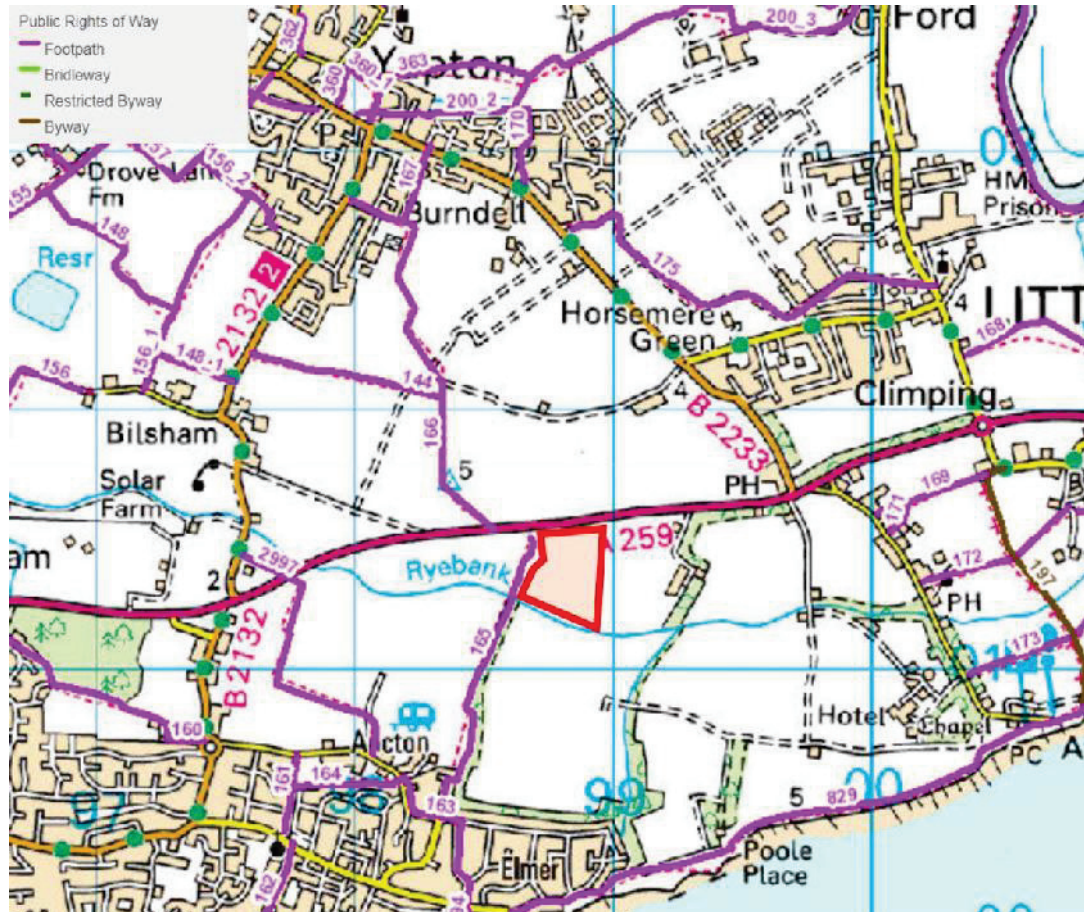
- 3.3.1 The site is currently well served by pedestrian infrastructure in the surrounding area with a number of residential areas local to the site which could reasonably be expected to access the crematorium by foot.
- 3.3.2 To the north of the site along the A259 Grevatt's Lane a continuous shared footway/ cycleway is provided on the northern side of the carriageway, which connects the site into Climping and the nearby bus stops.
- 3.3.3 The A259 Grevatt's Lane is formally classified as the National Cycle Network (NCN) Route 2 providing a mainly traffic-free route between Littlehampton and Bognor Regis, as shown in Figure 3-3.

Figure 3-3 Shared cycle / footway along the A259 north of the site



- 3.3.4 There are a number of Public Rights of Way (PROWs) in the local site vicinity, as shown in Figure 3-4. This includes PROW 165 to the immediate west of the site which routes south to Ancton. Furthermore, to the north of the site PROW 166 continues north to Yapton. These provide traffic free routes for pedestrian movements.

Figure 3-4 PROWs in local site vicinity



- 3.3.5 Whilst it can be stated that there is a good level of pedestrian cycle infrastructure local to the proposed crematorium, the nature of the development will likely not attract a very high percentage of people trips by cycling in particular.

3.4 Public Transport

Local Bus Services

- 3.4.1 The closest bus stops to the site are located 1.1km east of the site along Grevatt's Lane, opposite Yapton Road (The Oystercatcher Bus Stops), an approximate 13 minute walk or 3 minute cycle. Additional bus stops are located 1.3km west of the site on the B2132 (Comet Corner Bus Stops) providing extra bus services at a 15 minute walk or 4 minute cycle. Table 3.1 summarises the local bus services (omitting school-only services), destinations and frequencies in the site vicinity.

Table 3.1 Summary of Local Bus Services

SERVICE NUMBER	ROUTE	AM PEAK FREQUENCY	PM PEAK FREQUENCY	WEEKEND FREQUENCY
69	Pagham – Littlehampton - Wick	One hourly	One hourly	One hourly
700 Coastliner	Littlehampton – Portsmouth	3-4 per hour	3-4 per hour	3-4 per hour

- 3.4.2 All these routes are within preferred maximum walking distance from the site, based on the IHT guidance. The level of accessibility to frequent bus services ensures that travel to and from the site by bus is a viable mode, although again due to the nature of the development, it is not likely that the site will attract a very high percentage of people trips by this mode of travel.

Local Rail Services

- 3.4.3 The nearest railway station to the site is Littlehampton Train Station, located 3.9km east of the site, equating to a 12 minute cycle. The station is on the end of a Southern Line with regular, direct services travelling to London Victoria, Brighton, Bognor Regis and Portsmouth and Southsea.

3.5 Local Highway Network – A259 Grevatt's Lane

- 3.5.1 The site access is located on the A259 Grevatt's Lane which is a single carriageway routing east to west and connecting Goring-by-Sea with Bognor Regis. In the site vicinity, the carriageway has approximate widths of 6.6m and is subject to the national speed limit of 60mph, as shown in Figure 3-5. Approximately 730m east of the existing (and proposed) site access, the A259 speed limit reduces to 40mph and the road becomes more residential in nature.

Figure 3-5 Conditions on A259 in the local site vicinity



3.6 Collision Data Analysis

- 3.6.1 To establish the road record on the local highway network in the vicinity of the site, analysis has been undertaken of Personal Injury Accident (PIA) data obtained from WSCC for the most recent five-year period available at the time of request (01/11/2013 to 31/10/2018). This data provides information regarding the date, location, severity, conflict, street lighting and road surface conditions associated with each PIA.
- 3.6.2 The study area includes the extent of the A259 to the existing bus stops to the east, approximately 160m east of the junction with the B2233 Yapton Road, and to the west up to the B2132, including along the B2132 Yapton Road to the south of Grevatts Lane to the roundabout with Ancton Lane.
- 3.6.3 The study area along with a summary of the PIAs in terms of their location, severity and road users involved is shown in Figure 3-6. A summary of the incidents is also provided in Table 3.2. The full PIA data is attached at **Appendix B**.

Figure 3-6 Summary of PIA Incidents (by Severity)

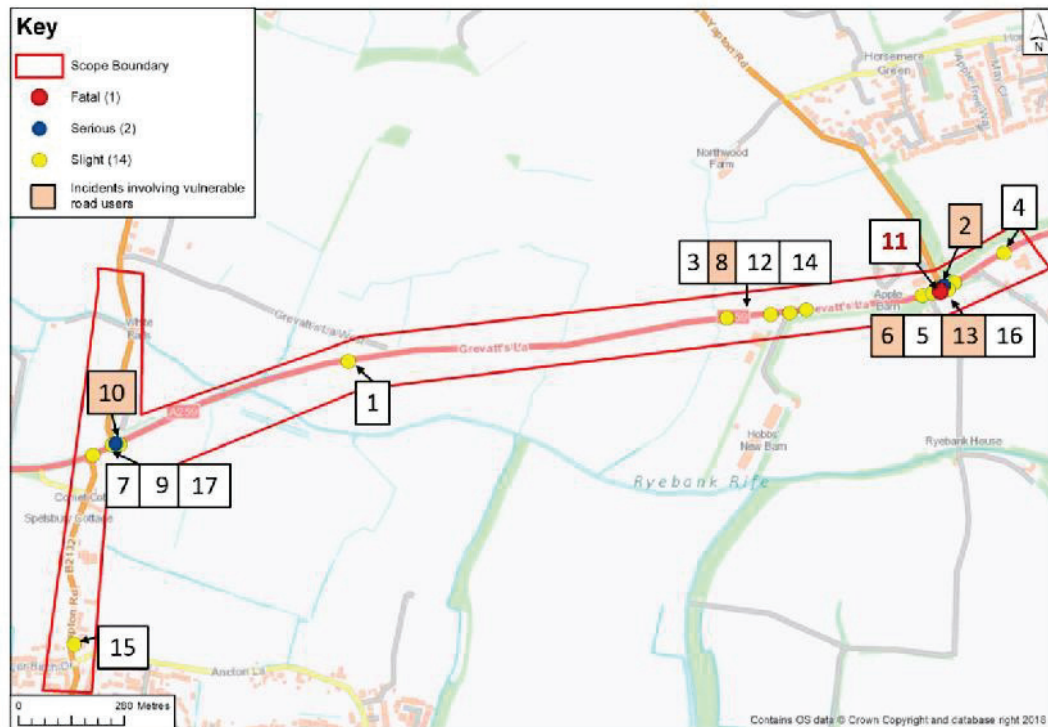


Table 3.2 Summary of Casualties Involved

ROAD USER	FATAL CASUALTIES	SERIOUS CASUALTIES	SLIGHT CASUALTIES
Car	1	0	10
Pedal Cycle	0	1	2
Pedestrian	0	0	0
Motorcycle	0	1	1
Goods Vehicle	0	0	0
Bus	0	0	0
Total	1	2	15

3.6.4 Table 3.2 shows that during the five year period analysed, a total of 17 incidents were recorded, of which 14 were classified as slight, two as serious and one as fatal. No injury accidents took place in the vicinity of the proposed site access on the A259. Of the recorded incidents, there were three accidents involving pedal cyclists, two involving motorcyclists. Fortunately over the five year period no accidents involved pedestrians.

A259 / B2233 Yapton Road Junction

3.6.5 A cluster of six incidents occurred at the A259 and B2233 junction to the east of the site. Four of these accidents were classified as slight, one as serious and one as fatal.

3.6.6 Three of the incidents involved vulnerable road users, including two pedal cyclists and one motorcyclist. The first incident occurred due to a car driver failing to look properly and consequently hitting a cyclist from behind causing the cyclists serious injury. The car driver failed to stop and continued driving. The second incident involving a vulnerable road user was between a goods vehicle (under 3.5T) and a pedal cyclist. The goods vehicle driver was passing the cyclist too close and the vehicle's wing mirror struck the cyclist causing him to fall from his bicycle, resulting in a slight injury. The final incident involving a vulnerable road user

occurred when a car driver failed to look properly and turned onto the main carriageway into the path of a motorcyclist. This resulted in the motorcyclist suffering from a slight injury.

- 3.6.7 The one fatal accident that occurred within the defined scope, occurred when a car driver travelling south on Yapton Road failed to negotiate the roundabout with the A259 and continued straight over the road. The vehicle overturned and landed in a water filled ditch causing the driver fatal injuries. The possible causes were recorded as careless or reckless driving or distraction within the vehicle.
- 3.6.8 The remaining two slight injuries were also as a result of driver error. The first incident happened due to a car driver losing control of the car, possible due to exceeding the speed limit, causing the car to rotate by 180 degrees, collide with a tree and to overturn. This resulted in a slight injury to the car driver. The final incident was between a car and a taxi driver, where the car failed to slow down due to traffic ahead, colliding with the back of the taxi, causing the taxi driver a slight injury.
- 3.6.9 Overall, on the A259 / Yapton Road priority 'T'-junction, there have been a total of six incidents. As aforementioned four of these were classified as slight, one as serious and one as fatal. Two incidents involved pedal cyclists and one involved a motorcyclist. All the collisions were the result of driver error and failure to look properly and judge another person's path. However, it is of note that the junction has recently been upgraded to improve the junction, and therefore should reduce the likelihood of accidents.

A259 / B2132 Junction

- 3.6.10 Over the five year period a total of four collisions occurred at the A259 / B2123 Junction to the west of the site. One of the accidents was classified as serious and involved a vulnerable road user and the remaining three were classified as slight.
- 3.6.11 The serious accident occurred when a car driver failed to look properly and pulled out onto the A259 into the path of a motorcycle. The collision resulted in serious injury to the motorcyclist driver and the passenger on the back of the motorcycle.
- 3.6.12 The remaining three incidents all resulted in slight injuries and did not involve vulnerable road users. The first was due to a car pulling out onto the A259 into the path of another vehicle causing collision with the side of a car and a slight injury. The second accident was between goods vehicle and a car, where the goods vehicle turning out of the B2132 failed to judge another car's path and speed and consequently drove into the side of the car, causing a slight injury to the car driver. The final collision occurred when a car towing another vehicle exited the B2132 onto the A259, driving into the path of a vehicle on the A259, causing a slight injury to the driver travelling along the A259.
- 3.6.13 Overall, all four of the collisions at the A259 / B2132 junction occurred by vehicles turning out of the B2123 failing to look properly and judge another vehicles path or speed.

A259 Grevatt's Lane

- 3.6.14 A total of five accidents occurred along the A259 over the five year period. The first accident occurred to the west of the site where insulation boards flew off a goods vehicle and hit the car travelling behind, causing a slight injury.
- 3.6.15 A cluster of four incidents occurred along the A259 by the junction with Grevatt's Lane, leading to the industrial estate, to the east of the site. All of these collisions were classified as slight, with one involving a vulnerable road user. The first accident occurred when a goods vehicle pulling out of the industrial estate failed to judge a car's path or speed and crossed into the path of the car, causing the car driver a slight injury. The second incident happened

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due to a goods vehicle overtaking a cyclist too close and caused the wing mirror to have minor contact with the cyclist, causing a slight injury. The third incident was caused by a car driver failing to look properly and see slow moving traffic ahead, resulting in a collision into the rear of the vehicle ahead and causing a knock on effect with another car in front. This resulted in slight injury to the first driver. The final incident was between three cars as a result of reckless / aggressive driving, where the first car hit into the rear of another which lead to that car hitting into another vehicle in front. The collision resulted in a slight injury to the third car driver.

3.6.16 The final incident along the A259 occurred approximately 100m east of the A259 / B2233 junction where a car driver failed to notice the car in front slowing due to traffic ahead, consequently colliding into its rear. This caused a slight injury to all four people in the car which was collided into.

3.6.17 Overall, all five incidents which occurred along the A259 were as a result of driver error, none of which occurred along the proposed site frontage.

B2132 Yapton Road

3.6.18 One accident occurred along the B2132 Yapton Road to the west of the site. This accident involved the car driver losing control of the vehicle around a slight right hand bend, causing a slight injury to the driver.

3.6.19 Overall, nearly all of the accidents (16) occurring over the five year period were due to careless/reckless driving, where the driver failed to look properly or judge a persons speed or path or were travelling too fast and lost control, resulting in a collision. The remaining collision was due to a heavy goods vehicle not being loaded safely, causing its contents to fall off hitting a car behind.

The level of incidents involving vulnerable road user, such as pedestrians and cyclists remains low. A review of the injury accidents in the recorded five-year period has shown that it is not considered that any of the recorded accidents were attributed to the layout or design of the highway, with the majority of accidents occurring as a result of driver error. Furthermore, recent improvements to the A259 / B2233 junctions has improved the junction and hopefully reduced the probability of accidents occurring. It is therefore considered that there are no existing road safety issues in the vicinity of the site that would be exacerbated as a result of the proposed development.

3.6.20 When considering the size of the study area and the roads it comprised, including strategic local routes subject to large volumes of traffic, the number of collisions recorded is not considered to be uncommon. Recent improvements along the A259 should act to reduce the occurrence of future incidents.

3.6.21 In light of the above, there are not considered to be any inherent highway safety issues on the local highway network surrounding the site which could be exacerbated by the development. It is noted that there are no recorded accidents in the vicinity of the proposed development access junction.

3.7 Existing Traffic Flows

3.7.1 An Automatic Traffic Count (ATC) was placed on Grevatt's Lane, adjacent to the proposed site access. The ATCs were fully classified and were placed for a seven day period (29/11/2018-05/12/2018). The full data is attached at **Appendix C** with a summary of the weekday two-way traffic flows shown below in Table 3.3.

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Table 3.3. Grevatt's Lane ATC Summary

		AM Peak (0800-0900)			PM Peak (1700-1800)			Daily
		East-bound	West-bound	Two-way	East-bound	West-bound	Two-way	
5-Day Average	Total	790	697	1487	676	996	1672	21376
	HGV	22	12	34	10	6	16	464
	Av Speed	47.3	49.8	48.6	40.1	43.0	41.6	48.6
	85% Speed	54.3	55.5	54.9	48.2	49.0	48.6	55.4
7-Day Average	Total	679	582	1261	628	860	1488	19904
	HGV	17	10	27	10	5	15	379
	Av Speed	48.6	50.6	49.6	42.7	44.3	43.5	49.3
	85% Speed	55.3	56.7	56	50.1	50.2	50.2	55.9

3.7.2 Table 3.3 demonstrates that an average of 21,376 vehicles travel along the A259 Grevatt's Lane both eastbound and westbound daily on weekdays only and a daily average of 19,904 across a week. An average of 1,487 two-way trips occurred in the AM Peak hour (0800-0900) and 1672 two-way trips in the PM Peak hour (1700-1800) across a 5-day week and 1261 in the AM Peak hour and 1488 in the PM Peak hour across seven days.

3.7.3 The daily average speed Monday to Friday is 48.6mph and Monday to Sunday is 49.3mph, with the 85th percentile speeds being recorded as 55.4mph and 55.9mph respectively. All of these speeds are below the speed limit of the carriageway (60mph).

3.8 Summary

3.8.1 This section has evaluated the existing and emerging transport conditions in the vicinity of the site and has demonstrated that the site is in a sustainable and accessible location.

3.8.2 A review of PIA data demonstrates low occurrences of instances when considering the size of the study area and the roads it comprised, including strategic local routes subject to large volumes of traffic. Recent improvements along the A259 should act to reduce the occurrence of future incidents.

3.8.3 ATC data shows that an average of 21,376 vehicles travel along Grevatt's Lane in both directions daily Monday to Friday and all mean and 85th percentile speeds were below 60mph.

4. PROPOSED DEVELOPMENT

4.1 Introduction

- 4.1.1 This chapter of the TS considers the proposed development in terms of scale, the site access arrangements and car and cycle parking.

4.2 Proposed Development

- 4.2.1 The development proposals comprises a crematorium facility which will consist of one chapel with seating for 84 people, 160 car parking spaces (including six disabled spaces) and associated landscaping works. The crematorium anticipates to employ four full-time staff and two part-time.
- 4.2.2 It is expected that the proposed development will undertake on average four to six cremation services per day Monday – Friday between the hours of 09:00 – 17:00, with Saturday morning services by appointment only. The development masterplan is included within **Appendix A**.
- 4.2.3 Using data from other similar sites, it is anticipated that the majority of services will fall within the 10:00-15:00 period with the 11:00 and 14:00 services being the most popular. It is noted that Funeral Directors will tend to avoid the 09:00 and 16:00 service slots particularly for larger services. They do so for the following reasons:
- They require funeral directors and families to travel to and from services in rush hour traffic conditions;
 - Driving at cortege speeds through the rush-hour is not popular, in practice, it is difficult to keep cortege's together;
 - Funeral directors require time to prepare for a funeral before a cortege can set off; and
 - Early slots mean extended mourners also must travel through rush hour traffic causing stress as they strive to arrive on time. People travelling from outside the immediate area need time to get to a crematorium particularly if they are navigating roads they do not know.
- 4.2.4 Few services are therefore likely to be held during the 09:00 and 16:00 service slots. This situation is widely understood within the industry.

4.3 Vehicular Access Arrangements

- 4.3.1 Vehicular access will taken from the A259 Grevatts Lane in the top left corner of the site via a right-turn lane. The proposed site access has been designed with respect to the 'Guide to Cremation and Crematoria' document detailed in Chapter 2 of this report, which states that,

“entrance and exit gates should be set back from the road and should incorporate a pedestrian gateway and path. Entrances may need a roundabout, or a central turn right lane, to allow the hearse and accompanying private cars to wait in a safe and dignified manner”.

- 4.3.2 The right-turn lane access has been provided in accordance with DMRB guidance (TD 42/95) in accordance with requirements for a road with a speed limit of 60mph. As previously identified, 85th percentile speeds have been recorded at a maximum of 56.7mph. The site access provides a 3.5m wide right-turn bay measuring 90.0m in length (80.0m deceleration length + 10.0m turning length).

- 4.3.3 The proposed right-turn lane requires that the existing carriageway is widened locally, and it is proposed to widen to the south of the A259 Grevatt's Lane to ensure that the newly implemented footway/ cycleway on the northern side of the carriageway is retained. The site access itself measures 5.5m in width to accommodate two-way traffic.
- 4.3.4 Visibility has been measured at 2.4m x 215m in both the primary and secondary directions, in accordance with requirements for a 60mph road. Highway Boundary Mapping has been obtained from WSCC, and the proposed site access drawing which is included as **Appendix D** demonstrates that the proposals can be accommodated within the highway boundary.
- 4.3.5 It is acknowledged that the nature of the development will mean that a high proportion of people visiting the site will do so by private car. Due to the nature of crematoriums, it is not anticipated that people from outside the local area will opt to walk to the crematorium.
- 4.3.6 Nonetheless, to ensure suitable pedestrian access to the site, a dropped-kerb crossing with pedestrian refuge island will be provided on the eastern side of the site access. This crossing point will allow safe crossing to the existing shared footway/ cycleway on the northern side of the A259 Grevatt's Lane carriageway. Pedestrians will also be able to make use of the existing PRow to the west of the site.

4.4 Internal Site Layout

- 4.4.1 As noted in Chapter 2, guidance on the internal layout of the crematorium highlights that:

“the successful operation of a crematorium is dependent on the adequate separation of funeral corteges in both time and space, with each funeral party being provided with as much privacy as possible. The flow of traffic to and from the car park and the building should ideally be in one direction only and should be simple, dignified and uninterrupted. Where possible, entrance and exit routes should be screened and separated to avoid funeral corteges passing each other”.

- 4.4.2 The entry route to the car park would continue from the site entrance to a circular one-way route within the centre of the car park. A clockwise direction loop road provides access to the main car park. A separate loop road off the main entry route would provide a segregated cortege route to the chapel via a one-way loop road with a waiting bay included to the east of the building entrance for the cortege vehicles. On exit the cortege route would re-join the main access road.
- 4.4.3 Access to an overflow car park to the east of the main car park would be provided off the north eastern side of the circular road.

4.5 Vehicle Parking Provision

- 4.5.1 Both Arun District Council and WSCC's car parking guidance for Cemeteries and Crematoria state that car parking should be based upon individual assessments. As aforementioned in Chapter 2, guidance for crematoriums by The Federation of Burial and Cremation Authorities 2016 states that,

“the size of a car park can be estimated by equating it to approximately two thirds of the total seating capacity of the chapel.”

- 4.5.2 For the proposed development which has a total seating capacity of 84 in the chapel, this would equate to approximately 56 car parking spaces as a minimum requirement.

- 4.5.3 Due to the nature and location of the site, the client has identified that provision of 100 car parking spaces (including six disabled spaces), plus an additional area for potential overflow parking with 60 spaces, should be provided to suitably cater for all potential vehicle movements. Whilst it is not anticipated that the car park would be filled at each service (as supported by the total capacity of 84) it is recognised that there is a period where vehicles may be arriving prior to a previous service finishing, and it is important to ensure that no overspill occurs beyond the site. Swept path analysis demonstrating vehicles entering and exiting car parking bays has been attached at **Appendix E**.

4.6 Cycle Parking Provision

- 4.6.1 Arun District Council's Parking Standards require one cycle parking space per eight car parking spaces provided. The proposals include a total of 160 car parking spaces, including the overflow car park, therefore a total of 18 cycle parking spaces would need to be provided to meet standards. The proposed development includes a total of 24 cycle parking spaces to be provided, which will be located the south of the main car park and are placed along the main pathway through the site to the building entrance.

4.7 Servicing

- 4.7.1 The development will be served off-street via a small service yard facility that will be constructed to the east of the main car park. The area will be designed in such a way that vehicles will enter in forward gear via a first entrance. Will reverse down to the service yard to load/unload and will then exit through a second entrance in forward gear. Swept path analysis demonstrating the proposed servicing strategy for a large refuse vehicle is attached as **Appendix F**.
- 4.7.2 It is noted that a Crematorium does not require a lot of service deliveries. Servicing of the site would be outside of operational hours, typically by cars, small delivery vehicles (such as vans) or 7.5T lorries for small office and operational related deliveries. Some of these deliveries would only occur on a monthly basis.
- 4.7.3 Refuse collection would be on a weekly basis by a private company. Southern Co-operative Ltd's Crematorium in Havant (The Oaks) has been operational since 2013 and they are currently investigating into further recycling opportunities which could reduce the number of collections required. Successful options would be implemented at the proposed site also.

4.8 Summary

- 4.8.1 The proposals seek to construct a crematorium facility, that will consist of one chapel with seating for 84 people, a total of 160 car parking spaces (including six disabled bays and an overspill car parking area) and associated landscaping works.
- 4.8.2 Vehicular access will be retained in the existing location, taken from the A259 Grevatts Lane in the top western corner of the site via a right-turn lane which has been designed in accordance with the relevant DMRB requirements.
- 4.8.3 Servicing of the site would be outside of operational hours and would occur on a weekly basis, with some occurring monthly. Refuse collection would be via a private company on a weekly basis.

5. MULTI-MODAL TRIP GENERATION AND IMPACTS

5.1 Introduction

- 5.1.1 This chapter of the TS provides an overview of the trip generation and potential travel patterns that are anticipated to occur as a result of the proposed development.

5.2 Proposed Site Multi-Modal Trip Generation

- 5.2.1 Government policies and guidelines focus on achieving a sustainable and integrated transport provision, dealing with reducing the reliance on private cars and promoting the greater use of public transport, walking and cycling as alternatives. A Transport Assessment should not be based on accommodating car based trips by creating more road space and capacity through junction improvements, but should be balanced with more sustainable modes of transport.
- 5.2.2 Cognisance should be made of the fact that the nature of a crematorium will likely attract a significant number of people trips from outwith the local area and therefore by the very nature of its operation will result in a higher percentage of trips by car than by other modes. This is however, partially offset by a high car occupancy figure and a traffic loading that tends to avoid the AM and PM peak periods. For the site in question, it has been demonstrated in Chapter 3 that there are good alternatives in place to the private car to try and encourage a higher sustainable transport mode share.
- 5.2.3 It should also be noted that demand has already been identified for this crematorium within the area, and existing demand is already using the network; often travelling further afield than required to attend a service. Therefore, the anticipated trips from the proposed site are not anticipated to be 'new' as such, and would have previously occurred regardless of the proposed development.
- 5.2.4 Notwithstanding this, in accordance with development guidelines, the proposed development has been assessed on a people trip basis to identify the likely number of people trips generated by the site and its modal split. For the purposes of this assessment, the people trip generation has been calculated from basic principles because no survey data exists for crematoriums in transport planning industry standard trip generation databases such as TRICS.
- 5.2.5 The Federation of Burial and Cremation Authorities document "A Guide to Cremation and Crematoria" also provides information on 'average attendance' of crematoriums and states:

"It is estimated that no more than thirty mourners will attend in 50% of cremation services, and only on exceptional occasions does the number exceed eighty. It seems, therefore, that seating accommodation should be provided for some 80-100 people. A chapel of this size will accommodate the majority of services without destroying that intimate atmosphere so desirable with a smaller congregation."

- 5.2.6 These statistics are currently under review. Therefore as part of this assessment, two travel characteristic scenarios have been presented as follows:
- An 'average attendance' scenario based on The Federation of Burial and Crematorium Authorities statistics; and
 - A 'worst case' scenario whereby two fully occupied (84 people) cremations take place back to back.

- 5.2.7 It is noted that services will generally follow the “average” attendance scenario but on occasion there will be services where the chapel is full. As indicated above, it is usual for funeral directors and crematorium staff to predict the expected number of attendees at services. They are able to timetable such services for the middle part of the day (11:00 – 15:00) and avoid the early (09:00) and late (16:00) service times. Even though it is highly unlikely that this scenario would occur for the reasons set out above, we have undertaken ‘worst case’ modelling as well as ‘average attendance’ modelling to provide a robust assessment and to demonstrate that traffic impacts from the facility will not be significant.

5.3 “Average Attendance” Scenario

- 5.3.1 The crematorium will have a maximum seating capacity for 84 people. However, it is envisaged that on average the service numbers will be circa 20-40 people which is the average attendance that has been observed at other crematoriums and as stated in paragraph 5.2.5.

- 5.3.2 In addition, there will be on average 4-6 services per day, five days a week. Based on the above numbers, SYSTRA has undertaken an ‘Average attendance’ scenario people trip generation assessment calculated from first principles that assumes the following:

- 40 people will attend each service;
- The crematorium will operate with the first service commencing at 09:00 and the last service commencing at 16:00, all services will start on the hour;
- Each service will be allocated a 60 minute period;
- 100% of people will arrive in a 15-minute period preceding the service/cremation (e.g. 09:45-10:00 for a 10:00 service);
- 100% of people will depart in the last 15 minutes of the allocated service duration (e.g. 10:45 – 11:00 for a 10:00 service); and
- Each car coming to the site will contain an average of 2 people.

- 5.3.3 Based on the assumptions listed above, the worst-case development AM & PM peak hour have been determined to be:

- AM Peak Hour: 08:45 – 09:45
- PM Peak Hour: 15:45 – 16:45

- 5.3.4 The number of people trips generated by the average attendance scenarios are indicated by Table 5.1 below.

Table 5.1 – ‘Average Attendance’ Scenario Proposed Development People Trips

People Trips	AM Peak Period 08:45 – 09:45			PM Peak Period 15:45 – 16:45		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Crematorium	40	40	80	40	40	80

- 5.3.5 Based on an ‘Average’ scenario, the proposed development could generate approximately 80 two-way people trips during the Weekday AM and PM peak period.

- 5.3.6 Based on the above assumptions, it is estimated that 20 vehicles will attend each average attendance crematorium (with an average of two people per vehicle). The resulting estimated vehicle trip generation for the ‘Average’ scenarios is indicated in Table 5.2.

Table 5.2 – ‘Average Attendance’ Scenario Proposed Development Vehicle Trips

Vehicle Trips	AM Peak Period 08:45 – 09:45			PM Peak Period 15:45 – 16:45		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Crematorium	20	20	40	20	20	40

- 5.3.7 As indicated by Table 5.2 based on the 'Average' scenario, the proposed development could generate approximately 40 two-way vehicle trips during the weekday development AM and PM peak periods.
- 5.3.8 As previously identified, whilst an 'average' figure, this scenario is still considered to be robust, as it assumes AM and PM Peaks which coincide with the network Peak hours, that 100% of people will arrive within a 15 minute period before/ after each service and also that 100% of people will travel by car.

5.4 "Worst Case" Scenario Travel Characteristics

- 5.4.1 SYSTRA has also undertaken a 'worst case' scenario assessment of people trip generation whereby two funerals run 'back to back' which are each attended by 84 people (e.g. 84 people attend both the 09:00 and 10:00 services).
- 5.4.2 All the assumptions (listed above) set out in the 'average attendance' scenario have been applied to this 'worst case' people and vehicle trip generation assessment. The estimated people trip generation for the 'Worst Case' scenario at the proposed development is indicated by Table 5.3 below.

Table 5.3 – 'Worst Case' Scenario Proposed Development People Trips

	AM Peak Period 08:45 – 09:45			PM Peak Period 15:45 – 16:45		
People Trips	Arrivals	Departures	Total	Arrivals	Departures	Total
Crematorium	84	84	168	84	84	168

- 5.4.3 As indicated by Table 5.3 above for the 'worst case' scenario, the proposed development could generate approximately 168 two-way people trips during the weekday AM and PM peak periods
- 5.4.4 Table 5.4 below indicates the expected number of vehicle trips associated with a 'worst-case' scenario for the AM and PM peak hours.

Table 5.4 – 'Worst Case' Scenario Proposed Development Vehicle Trips

	AM Peak Period 08:45 – 09:45			PM Peak Period 15:45 – 16:45		
Vehicle Trips	Arrivals	Departures	Total	Arrivals	Departures	Total
Crematorium	42	42	84	42	42	84

- 5.4.5 As indicated by the above table, the 'worst case' scenario could generate approximately 84 two-way vehicle trips during the weekday development AM and PM peak periods.
- 5.4.6 As with the 'average' scenario, this volume of vehicular trips is unlikely given the reasons outlined above. In reality, it is likely that vehicular trips to the site will be outside of standard network peak hours, and therefore any impact is expected to be negligible.

5.5 Summary

- 5.5.1 To assess the impact the proposed development will have upon the local highway, two travel characteristic scenarios have been analysed, including an 'average attendance' scenario and a 'worst case' scenario, for the proposed development AM and PM peak hour (08:45 – 09:45 and 15:45 – 16:45).
- 5.5.2 It should also be noted that demand has already been identified for this crematorium within the area, and existing demand is already using the network; often travelling further afield than required to attend a service. Therefore, the anticipated trips from the proposed site are not anticipated to be 'new' as such, and would have previously occurred regardless of the proposed development.

- 5.5.3 Nonetheless, analysis of the 'average attendance' scenario is anticipated to generate up to 80 two-way person trips in the AM and PM peak. Vehicle occupancy has been assumed as 2.0 persons per vehicle, which translates to a predicted 40 two-way vehicle trips in the AM peak and 40 two-way vehicle trips in the PM peak.
- 5.5.4 In comparison the 'worst case' scenario is predicted to generate up to 168 two-way person trips in the AM and PM peak hours, if two fully booked services occurred back to back. With the same vehicle occupancy, this would calculate as 42 two-way vehicle movements in the AM and PM peak.
- 5.5.5 However, the proposed development peak hours have been demonstrated to typically differ from the network peak hour and therefore any impact in the peak periods is likely to be marginal.

6. SUMMARY AND CONCLUSIONS

- 6.1.1 SYSTRA Ltd has been commissioned by Southern Co-operative Ltd to prepare a Transport Statement in support of a proposed crematorium facility located at land at Grevatt's Lane, Climping in West Sussex. The proposed facility would have a seating capacity for 84 people, car parking and associated landscaping.
- 6.1.2 The proposed development is accessible by both walking and cycling and is served by bus services linking to nearby towns (Littlehampton, Bognor Regis and Chichester). It is considered that there are alternatives to the private car to access the proposed crematorium although it is acknowledged that the site will attract car movements as a result of its nature.
- 6.1.3 Vehicular access will be retained in the existing location of an informal, blocked off access, taken from the A259 Grevatts Lane in the top left corner of the site via a right-turn lane which has been designed in accordance with the relevant DMRB requirements with appropriate visibility for a road with a speed limit of 60mph.
- 6.1.4 Due to the nature and location of the site, the client has identified that provision of 100 car parking spaces (including six disabled bays), plus an additional area for potential overflow parking, should be provided to suitably cater for all potential vehicle movements. Whilst it is not anticipated that the car park would be filled at each service (as supported by the total capacity of 84) it is recognised that there is a period where vehicles may be arriving prior to a previous service finishing, and it is important to ensure that no overspill occurs beyond the site. 24 cycle parking spaces will be provided adjacent to the car park.
- 6.1.5 Servicing of the site would be outside of operational hours and would occur on a weekly basis, with some servicing occurring monthly. Refuse collection has been demonstrated as achievable through swept-path analysis.
- 6.1.6 The proposed development has been assessed under sustainable principles and the results of a people trip assessment have suggested that the proposed development is likely to generate on 'Average' 80 two-way people trips during the AM and PM Peak periods respectively. As a 'Worst case' scenario it might generate up to of 168 two-way people trips during peak periods.
- 6.1.7 Of the above people trips, it is estimated that approximately 84 two-way trips are likely to be attributed to car drivers in the development peak periods. It should be noted that this is a 'worst case' scenario and for most cremations, the car trip generation will be significantly lower (e.g. 'Average' scenario as set out in Chapter 5 equating to 40 two-way vehicle trips). Given the nature of the proposed development site, this level of trip generation does not have a significant impact on the operation of the existing road network which has sufficient capacity to accommodate the expected level of trip generation.
- 6.1.8 This Transport Statement concludes that the proposed development will provide a new crematorium facility for communities in the Arun District Area, reducing travel demand to site further afield. Furthermore, the assessment demonstrates that the private car based trips associated with the operation of the proposed development can be accommodated on the local road network with a relatively low impact to existing users during peak hour periods while there are opportunities to access the site by sustainable travel modes.

Appendix A – Proposed Site Layout

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