



ttp consulting

transport planning specialists

The Croft Practice

**THE CROFT MEDICAL CENTRE,
BARNHAM ROAD, EASTERGATE**

Transport Statement

June 2016

TTP Consulting Ltd
111-113 Great Portland Street
London W1W 6QQ

Registered in England: 06931399

Introduction and Overview

1. TTP Consulting has been commissioned to provide advice on traffic and transportation matters associated proposals for the construction of a new / replacement Medical Centre adjacent and to the west of the existing Croft Medical Centre in Eastergate.
2. The Site benefits from two previous planning consents for replacement facilities as outlined below, both of which have expired;
 - Planning Consent EG/67/09: Outline planning consent was granted for a new medical centre incorporating a pharmacy retail unit and other ancillary uses together with access off Barnham Road and associated car parking. The consent lapsed in 2012.
 - Planning Consent EG/75/12: The consent which renewed the 2009 scheme has since lapsed.
3. The proposals associated with this planning application are effectively for the same scheme as consented with the above applications to include a new / replacement medical centre with incorporating a pharmacy retail unit and other ancillary uses with associated car parking and access as illustrated on the application plans at **Appendix A**.

Existing Situation

The Application Site

4. The Application Site which is currently largely an undeveloped plot of land with a temporary car park is located to the north of Barnham Road in Eastergate. It is bounded by residential houses in the south and west and Greenfield land in the north and east.
5. The temporary car park which is used by staff at the existing Croft Medical Centre can accommodate in the region of 20 cars, with access taken via a crossover on to Barnham Road.

The Existing Medical Centre

6. The existing Croft Medical Centre which is located immediately east of the Application Site comprises the existing practice with parking for 28 patients in the car park accessed from Barnham Road.
7. The existing surgery has capacity for up to a total of 205 appointments throughout the course of a single day, with up to 150 patients' collection prescriptions. Averaged over every hour for the hour of opening, this suggests circa 40 vehicle trips per hour assuming all visitors use private transport.
8. Traffic surveys were undertaken at the existing Medical Centre on Wednesday 15th June 2016 between 07:00-10:00 and 16:00-19:00 at the existing access junction and the temporary car park access.

9. The observed traffic flows are shown in **Flow Diagram 01 and 02**. The flows suggest the following:
- AM Peak – 38 trips 'in' and 14 trips 'out'; and,
 - PM Peak – 15 trips 'in' and 25 trips 'out'.

Local Highway Network

10. The B2233 Barnham Road is a two-way road with one lane in each direction and subject to a 30mph speed limit. The B2233 runs in a broadly south-east to north-west direction between the A259 Grevatt's Lane and the A27 Arundel Road. In the vicinity of the Medical Centre, there are footways on both sides of Barnham Road and dropped kerbs are provided at dropped kerbs and crossing points.
11. Traffic flows recorded during the surveys on the 15th June 2016 revealed flows of approximately 1,000 two-way during the morning peak hour, and 1,100 two-way movements during the evening peak hour with a broadly even split.

Accessibility by Non-car Modes

Accessibility by Rail

12. Barnham Railway Station is located circa 1 mile towards the east of the Site with trains operated by Southern between Portsmouth and Southsea, Brighton, Bognor Regis, Littlehampton, Southampton Central, Portsmouth Harbour, Horsham and London Victoria.
13. In total, the station provides in the region of 17 services per hour with 4 per hour to London Victoria.

Accessibility by Bus

14. There are a number of bus stops in the vicinity of the Medical Centre including those on Barnham Road and the A29 Fontwell Avenue. The closest stops on the B2233 Barnham Road are located circa 200m to the west and provide services on bus routes 66, 85A, 228 and 665. In addition to this, the stops on the A29 Fontwell Avenue provide access to bus route 85 and 658.

Accessibility by Walking / Cycling

15. There are footways on both sides of Barnham Road with dropped kerbs at crossing points and street lighting is provided at regular intervals.
16. Whilst there are no dedicated cycle lanes along Barnham Road, accessing the site by bike along Barnham Road is possible and this will be encouraged by the provision of cycle parking at the proposed Medical Centre.

Committed Development

17. There are a number of developments consented in the local area which have been accounted for as part of a future baseline scenario, including the following:
 - Brooks Nursery – 40 residential units;
 - Angels Nursery – 100 residential dwellings; and,
 - Eastergate Fruit Farm – 60 residential dwellings.
18. Traffic flows associated with these schemes which have been included within Base Scenario Flows have been based on data in the i-Transport Transport Assessment for Eastergate Fruit Farm.

Effects of the Proposals

Trip Attraction

19. The proposed Medical Centre will effectively replace the existing Medical Centre with some additional capacity for additional facilities and the required additional members of staff. The scheme is broadly the same as that already consented under planning applications EG/69/09 and EG/75/12 with no changes to floor areas, car / cycle parking or servicing / refuse collection arrangements.
20. As per the previous transport assessment for the extant outline planning permissions, it is considered that the proposals could result in up to an additional 10% of trips per hour associated with the new pharmacy and other services, with the flows distributed pro-rata to observed flows;
 - Flow Diagram 01 – AM Peak Observed Scenario
 - Flow Diagram 02 – PM Peak Observed Scenario
 - Flow Diagram 03 – AM Peak Committed Development Flows
 - Flow Diagram 04 – PM Peak Committed Development Flows
 - Flow Diagram 05 – AM Peak Base Scenario
 - Flow Diagram 06 – PM Peak Base Scenario
 - Flow Diagram 07 – AM Peak Development Flows
 - Flow Diagram 08 – PM Peak Development flows
 - Flow Diagram 09 – AM Peak Development Scenario
 - Flow Diagram 10 – PM Peak Development Scenario
21. This shows that the proposals will result in an additional 1 to 3 trips each-way along Barnham Road during both the AM Peak and PM Peak periods which is considered to be non-material. As such, capacity assessments have not been conducted.

Accessibility

22. The Medical Centre is accessible by public transport, walking and cycling.
23. The proposals associated with this planning application could result in additional trips on foot, by bicycle and by public transport / bus. The additional number of trips by these modes is however anticipated to be low and there would not be any noticeable changes in levels of service on the walking, cycling and public transport network associated with the proposals, with any increase in bus patronage assisting viability.

Car and Cycle Parking

24. The proposals will provide a 56 space car park, including 11 disabled bays, 43 standard bays and 2 motorcycle bays. This is the same as the consented layout and this is therefore considered acceptable to meet the needs to the development.
25. There are 7 bicycle stands proposed which is in accordance with the consented layout which is deemed acceptable.

Access

26. The proposals include the formalisation of the existing temporary access on Barnham Road which will be delivered via a S278 Agreement.

Servicing

27. Servicing and refuse collection will be undertaken from within the car park, as consented. AutoTrack vehicle track plots are shown in **Appendix D**. A turning head is provided in the north-east of the Site allowing vehicles to adequately manoeuvre.

Summary and Conclusion

Summary

28. TTP Consulting is retained to provide traffic and transport advice associated with the proposals to construct a new Medical Centre in Eastergate.
29. The report can be summarised as follows;
 - The proposed Medical Centre will effectively replace the existing Medical Centre with some additional capacity for additional facilities and the required additional members of staff. The scheme is broadly the same as that already consented under planning application EG/69/09 with no changes to car parking or servicing / refuse collection arrangements.
 - The Medical Centre will provide a 56 space car park, including 11 disabled bays, 43 standard bays and 2 motorcycle bays. A bicycle store with space for up to 7 bicycles will also be provided.
 - The Site is accessible by public transport and walking and cycling.
 - Servicing and refuse collection is to be undertaken as consented, from within the Medical Centre car park.
 - The proposals are anticipated to result in circa 10% uplift in the number of people and as such traffic attending the Medical Centre, with all traffic using the single access which currently serves the temporary car park. There would not be any noticeable changes in traffic conditions on Barnham Road as a result of the proposals.
 - The existing access to the temporary car park will be formalised via a S278 Agreement.

Conclusion

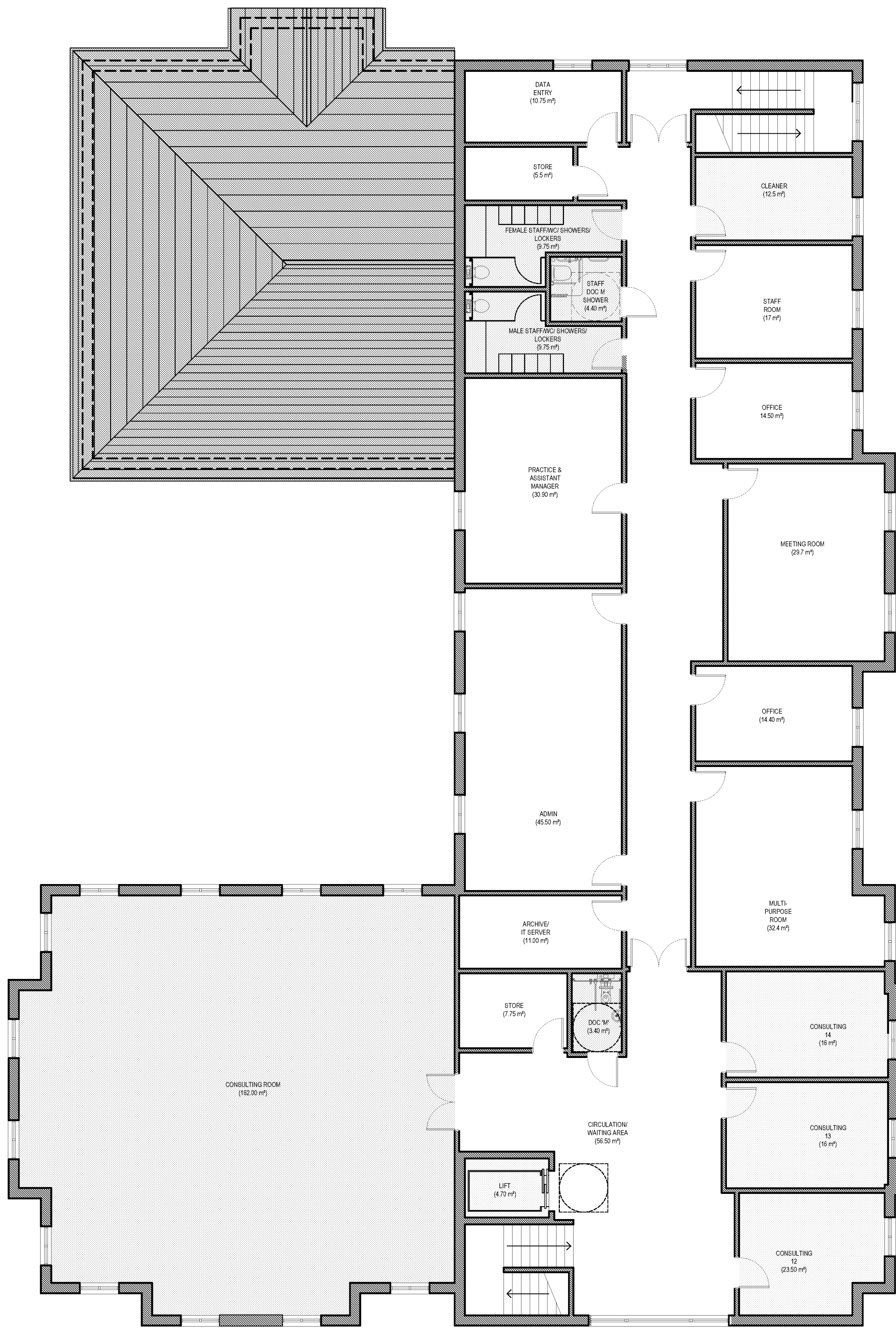
30. The proposals are considered acceptable and appropriate on traffic and transportation grounds.

Appendix A

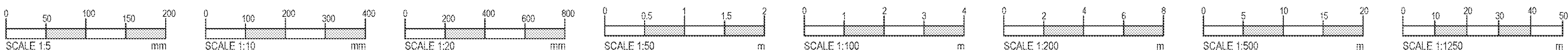
(Application Plans)

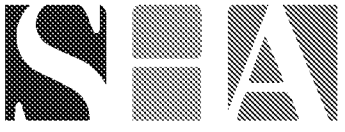


GROUND FLOOR GA
(GIA 624 + 162m²)



FIRST FLOOR GA
(GIA 481 + 162m²)



REV.	DATE:	DESCRIPTION:	DR.	CHK.
DO NOT SCALE THESE DRAWINGS. USE WRITTEN DIMENSIONS ONLY. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORK.				
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 SIMPSON HILDER ASSOCIATES LIMITED 67A HIGH STREET LYNDHURST HAMPSHIRE SO43 7BE T: +44 (0) 23 8028 3798 F: +44 (0) 23 8028 3068 E: sha@simpsonhilder.co.uk				
GROUND AND FIRST FLOOR PLANS				
DRAWING STATUS: PLANNING				
THE CROFT MEDICAL CENTRE BARNHAM ROAD EASTERGATE WEST SUSSEX PO20 3RP				
DATE 09.02.16	DESIGNED JM	CHECKED DS	SITE CHECKED DS	REVISED
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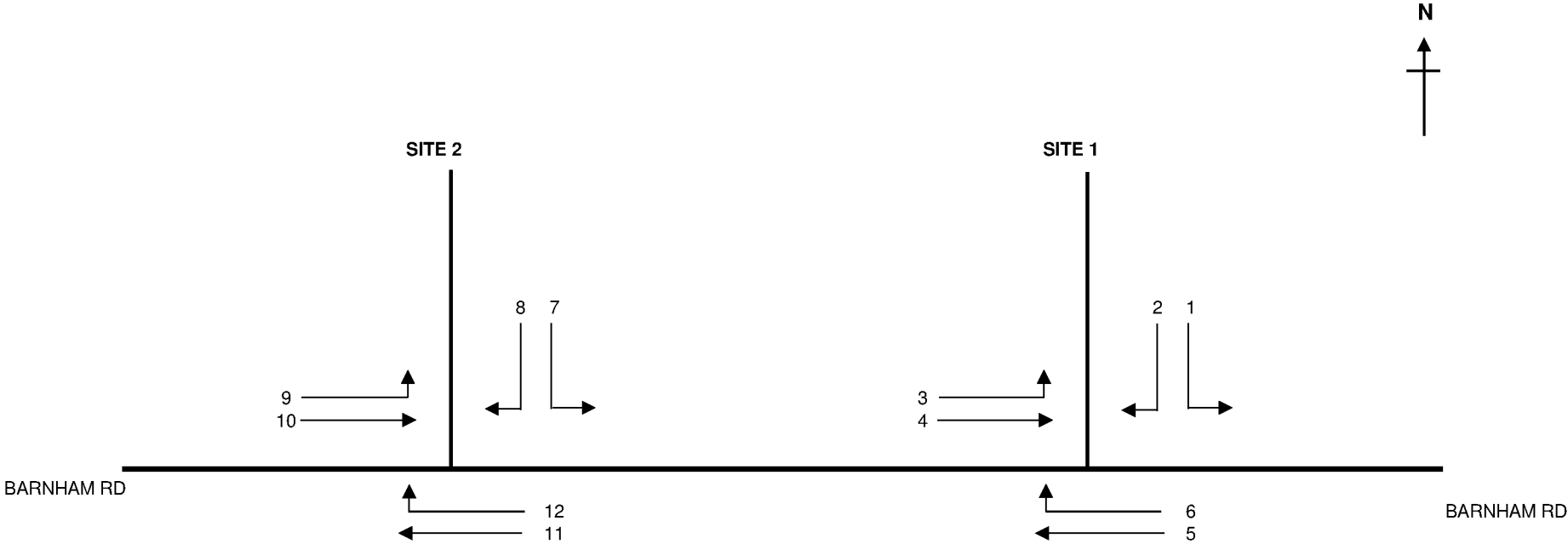
Appendix B

(Survey Data)

K&M TRAFFIC SURVEYS

SURVEY: EASTERGATE

SITE: B2233 BARNHAM ROAD



K&M TRAFFIC SURVEYS

DATE : 15-Jun-16
DAY : WEDNESDAY
LOCATION : EASTERGATE, B2233 BARNHAM ROAD

	SITE 1																																			
	1. LEFT OUT						2. RIGHT OUT						3. LEFT IN						4. STRAIGHT EASTBOUND						5. STRAIGHT WESTBOUND						6. RIGHT IN					
	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL
0700-0715	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	49	2	0	2	6	59	102	2	0	3	5	112	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	81	5	2	2	4	94	112	2	0	2	1	117	1	0	0	0	0	1
0730-0745	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	84	0	0	2	0	86	181	5	0	2	4	192	1	0	0	0	0	1
0745-0800	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	97	2	0	0	2	101	161	6	3	2	3	175	1	0	0	0	0	1
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0815-0830	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	119	4	0	0	2	125	150	4	0	1	0	155	0	0	0	0	0	0
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0845-0900	2	0	0	0	0	2	2	0	0	0	0	2	4	0	0	0	0	4	88	2	0	0	1	91	104	4	0	0	1	109	2	0	0	0	0	2
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0930-0945	2	0	0	0	0	2	13	0	0	0	0	13	4	0	0	0	0	4	54	6	0	0	2	62	107	3	0	1	2	113	4	0	0	0	0	4
0945-1000	2	0	0	0	0	2	7	0	0	0	0	7	10	0	0	0	0	10	64	1	0	0	1	66	75	3	0	1	3	82	1	0	0	0	0	1
0700-1000	14	0	0	0	1	15	33	0	0	0	0	33	49	0	0	0	1	50	970	36	3	9	21	1039	1524	43	5	14	25	1611	20	0	0	0	1	21

	SITE 1																																			
	1. LEFT OUT						2. RIGHT OUT						3. LEFT IN						4. STRAIGHT EASTBOUND						5. STRAIGHT WESTBOUND						6. RIGHT IN					
	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL
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K&M TRAFFIC SURVEYS

DATE : 15-Jun-16

DAY : WEDNESDAY

LOCATION : EASTERGATE, B2233 BARNHAM ROAD

	SITE 2																																			
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0945-1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	1	0	0	1	66	82	3	0	1	3	89	0	0	0	0	0	0
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	SITE 2																																				
	7. LEFT OUT						8. RIGHT OUT						9. LEFT IN						10. STRAIGHT EASTBOUND						11. STRAIGHT WESTBOUND						12. RIGHT IN						
	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	
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0900-1000	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	280	13	0	3	4	300	445	15	1	2	7	470	1	0	0	0	0	1

K&M TRAFFIC SURVEYS

DATE : 15-Jun-16

DAY : WEDNESDAY

LOCATION : EASTERGATE, B2233 BARNHAM ROAD

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1615-1630	5	0	0	0	0	5	1	0	0	0	0	1	3	0	0	0	0	3	124	4	0	1	4	133	111	2	0	0	0	113	2	0	0	0	0	2
1630-1645	4	0	0	0	0	4	4	0	0	0	0	4	6	0	0	0	0	6	128	3	1	1	0	133	112	2	1	0	3	118	1	0	0	0	0	1
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1815-1830	1	0	0	0	0	1	2	0	0	0	0	2	2	0	0	0	0	2	133	0	0	1	1	135	97	0	0	0	3	100	1	0	0	0	0	1
1830-1845	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	98	0	0	1	0	99	91	1	0	0	3	95	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	0	0	0	1	89	84	0	0	0	3	87	0	0	0	0	0	0
1600-1900	28	0	0	0	2	30	29	0	0	0	0	29	27	0	0	0	0	27	1506	16	8	15	22	1567	1316	10	4	9	21	1360	20	0	0	0	1	21

	SITE 1																																			
	1. LEFT OUT						2. RIGHT OUT						3. LEFT IN						4. STRAIGHT EASTBOUND						5. STRAIGHT WESTBOUND						6. RIGHT IN					
	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL
1600-1700	17	0	0	0	1	18	14	0	0	0	0	14	17	0	0	0	0	17	492	12	4	6	9	523	444	5	1	1	4	455	11	0	0	0	1	12
1615-1715	15	0	0	0	1	16	18	0	0	0	0	18	12	0	0	0	0	12	566	11	2	5	9	593	474	5	2	0	4	485	13	0	0	0	0	13
1630-1730	11	0	0	0	1	12	18	0	0	0	0	18	11	0	0	0	0	11	571	7	3	4	6	591	479	4	2	2	7	494	12	0	0	0	0	12
1645-1745	10	0	0	0	1	11	14	0	0	0	0	14	6	0	0	0	0	6	583	4	2	5	8	602	486	3	3	2	6	500	11	0	0	0	0	11
1700-1800	10	0	0	0	0	10	11	0	0	0	0	11	7	0	0	0	0	7	568	3	3	4	9	587	482	4	3	6	7	502	7	0	0	0	0	7
1715-1815	7	0	0	0	1	8	3	0	0	0	0	3	6	0	0	0	0	6	525	3	3	7	9	547	465	3	2	8	8	486	3	0	0	0	0	3
1730-1830	7	0	0	0	1	8	4	0	0	0	0	4	6	0	0	0	0	6	529	3	2	8	9	551	446	2	2	6	8	464	3	0	0	0	0	3
1745-1845	4	0	0	0	1	5	5	0	0	0	0	5	5	0	0	0	0	5	487	3	2	7	7	506	418	2	0	6	9	435	3	0	0	0	0	3
1800-1900	1	0	0	0	1	2	4	0	0	0	0	4	3	0	0	0	0	3	446	1	1	5	4	457	390	1	0	2	10	403	2	0	0	0	0	2

K&M TRAFFIC SURVEYS

DATE : 15-Jun-16

DAY : WEDNESDAY

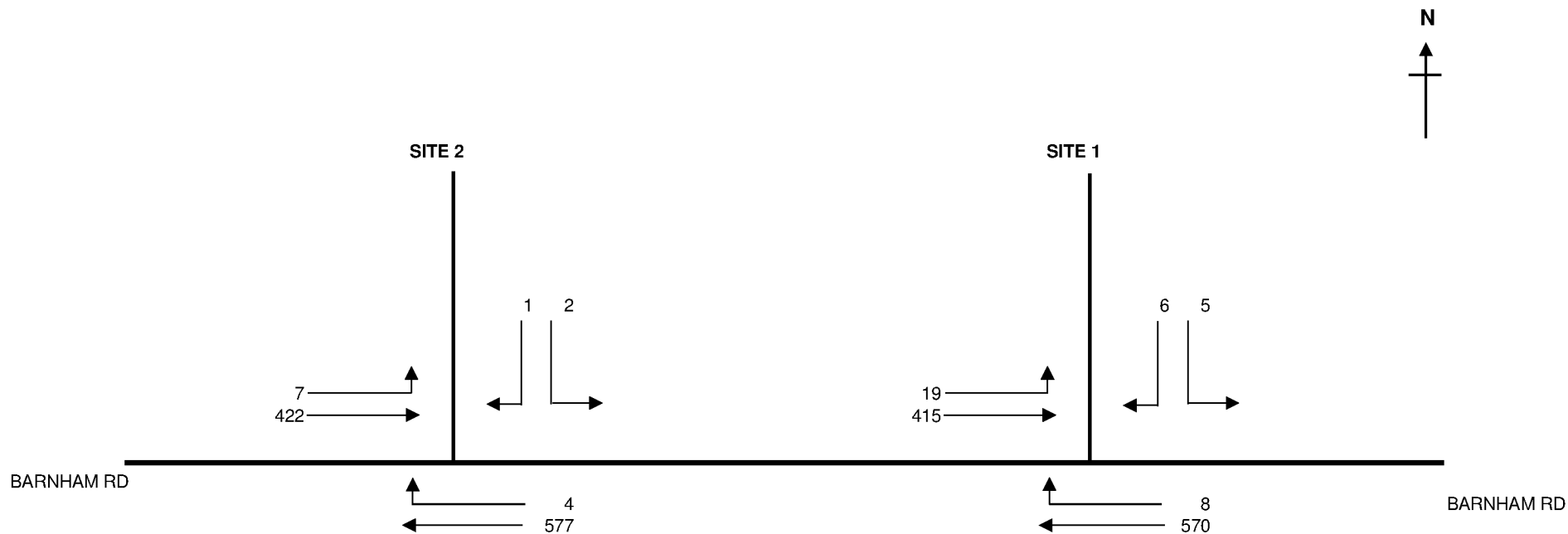
LOCATION : EASTERGATE, B2233 BARNHAM ROAD

	SITE 2																																			
	7. LEFT OUT						8. RIGHT OUT						9. LEFT IN						10. STRAIGHT EASTBOUND						11. STRAIGHT WESTBOUND						12. RIGHT IN					
	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL
1600-1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96	2	3	1	2	104	110	1	0	1	0	112	0	0	0	0	0	0
1615-1630	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	123	4	0	1	4	132	112	2	0	0	0	114	1	0	0	0	0	1
1630-1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	128	3	1	1	0	133	116	2	1	0	3	122	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	144	3	0	3	3	153	120	0	0	0	1	121	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	170	1	1	0	2	174	144	1	1	0	0	146	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	0	0	1	129	0	1	0	1	131	117	1	0	2	1	121	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	140	0	0	2	2	144	119	1	2	0	2	124	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129	2	1	2	4	138	113	1	0	4	2	120	0	0	0	0	0	0
1800-1815	2	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	125	1	1	3	2	132	119	0	0	2	1	122	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133	0	0	1	1	135	99	0	0	0	3	102	0	0	0	0	0	0
1830-1845	1	0	0	0	0	1	3	0	0	0	0	3	0	0	0	0	0	0	97	0	0	1	0	98	92	1	0	0	3	96	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	0	0	0	1	89	84	0	0	0	3	87	0	0	0	0	0	0
1600-1900	4	0	0	0	0	4	8	0	0	0	0	8	1	0	0	0	0	1	1502	16	8	15	22	1563	1345	10	4	9	19	1387	1	0	0	0	0	1

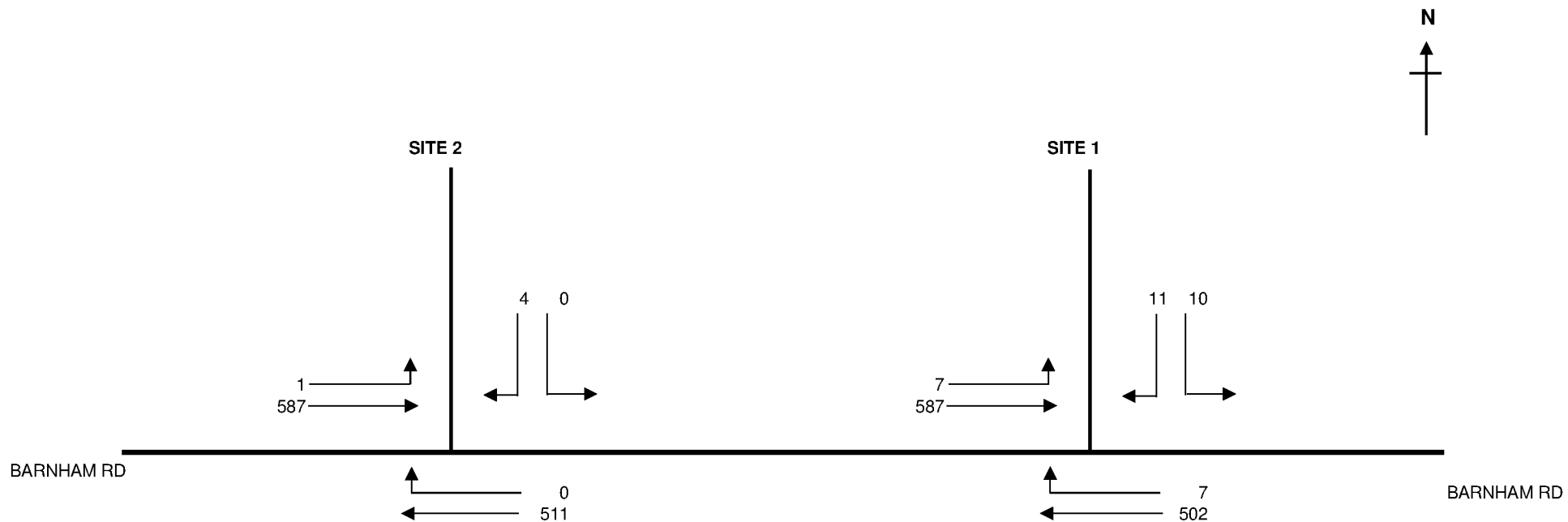
	SITE 2																																			
	7. LEFT OUT						8. RIGHT OUT						9. LEFT IN						10. STRAIGHT EASTBOUND						11. STRAIGHT WESTBOUND						12. RIGHT IN					
	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL	LIGHT	HGV	BUS	MCL	PCL	TOTAL
1600-1700	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	491	12	4	6	9	522	458	5	1	1	4	469	1	0	0	0	0	1
1615-1715	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	565	11	2	5	9	592	492	5	2	0	4	503	1	0	0	0	0	1
1630-1730	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	0	0	1	571	7	3	4	6	591	497	4	2	2	5	510	0	0	0	0	0	0
1645-1745	0	0	0	0	0	0	4	0	0	0	0	4	1	0	0	0	0	1	583	4	2	5	8	602	500	3	3	2	4	512	0	0	0	0	0	0
1700-1800	0	0	0	0	0	0	4	0	0	0	0	4	1	0	0	0	0	1	568	3	3	4	9	587	493	4	3	6	5	511	0	0	0	0	0	0
1715-1815	2	0	0	0	0	2	5	0	0	0	0	5	1	0	0	0	0	1	523	3	3	7	9	545	468	3	2	8	6	487	0	0	0	0	0	0
1730-1830	2	0	0	0	0	2	3	0	0	0	0	3	0	0	0	0	0	0	527	3	2	8	9	549	450	2	2	6	8	468	0	0	0	0	0	0
1745-1845	3	0	0	0	0	3	4	0	0	0	0	4	0	0	0	0	0	0	484	3	2	7	7	503	423	2	0	6	9	440	0	0	0	0	0	0
1800-1900	3	0	0	0	0	3	4	0	0	0	0	4	0	0	0	0	0	0	443	1	1	5	4	454	394	1	0	2	10	407	0	0	0	0	0	0

Appendix C

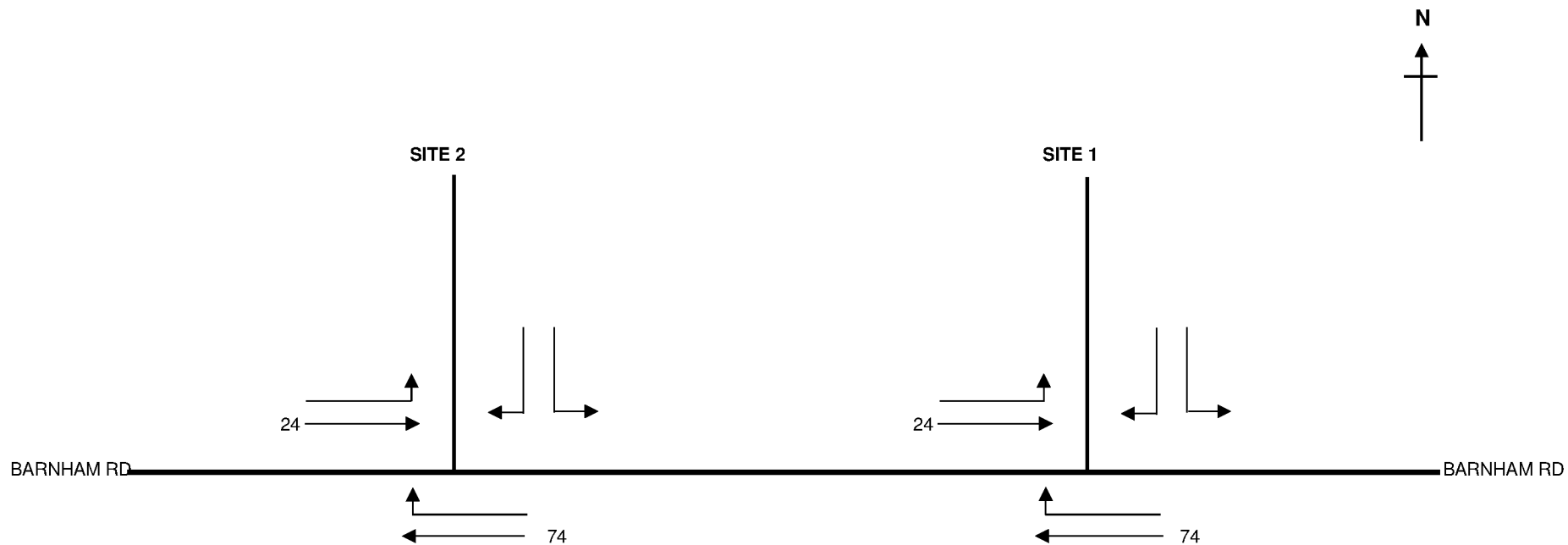
(Flow Diagrams)



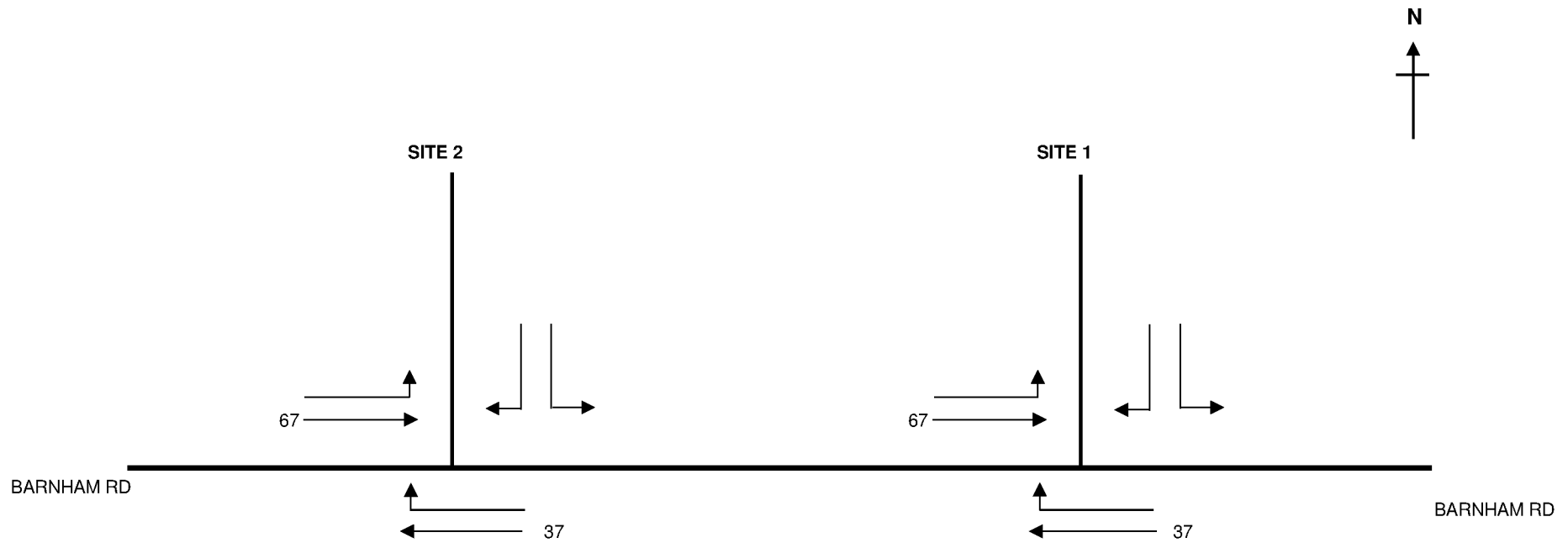
Flow 01 - AM Peak Obs Scenario



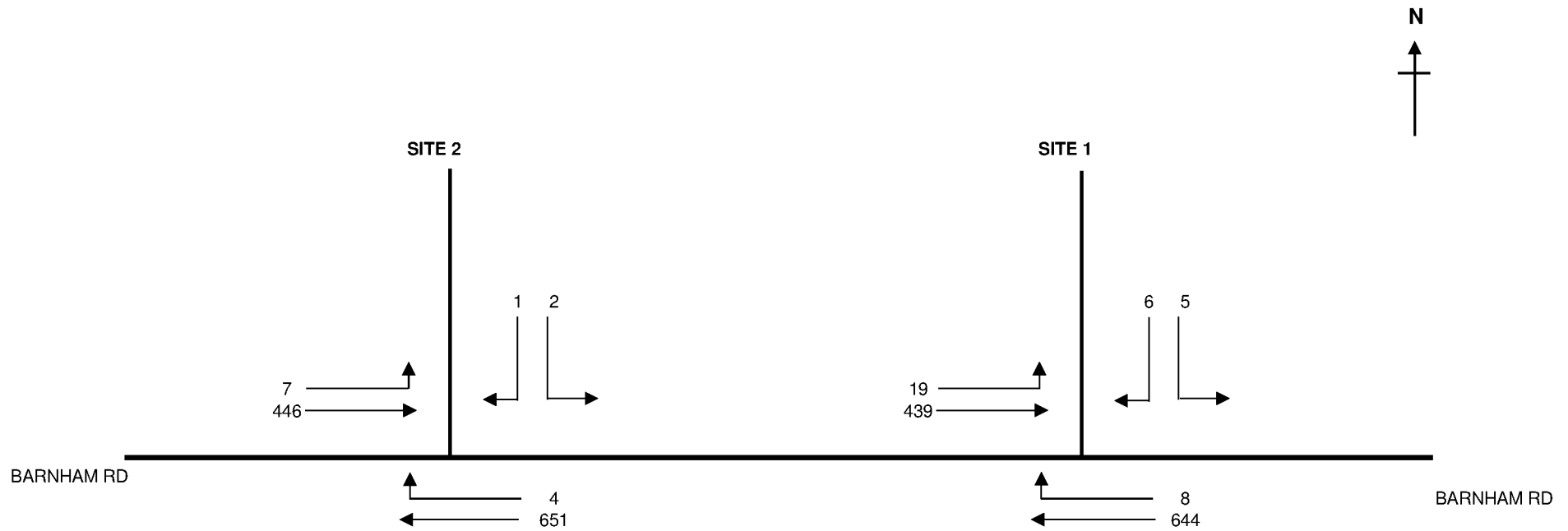
Flow 02 - PM Peak Obs Scenario

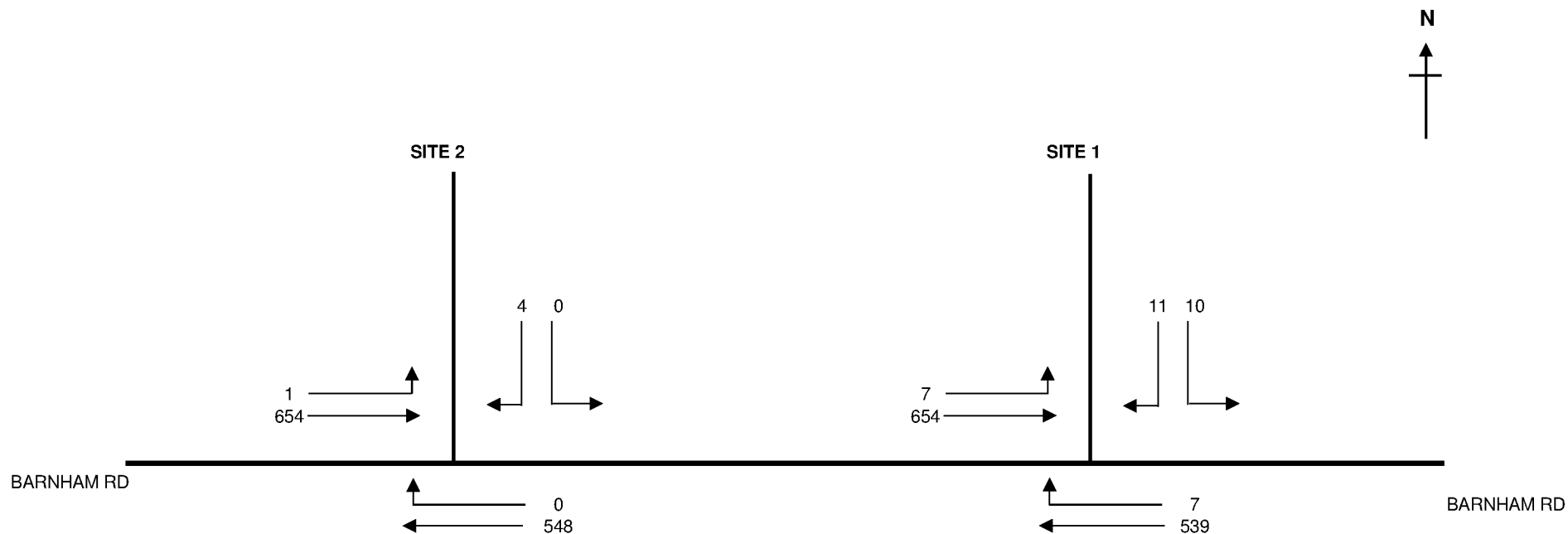


Flow 03 - AM Peak Committed

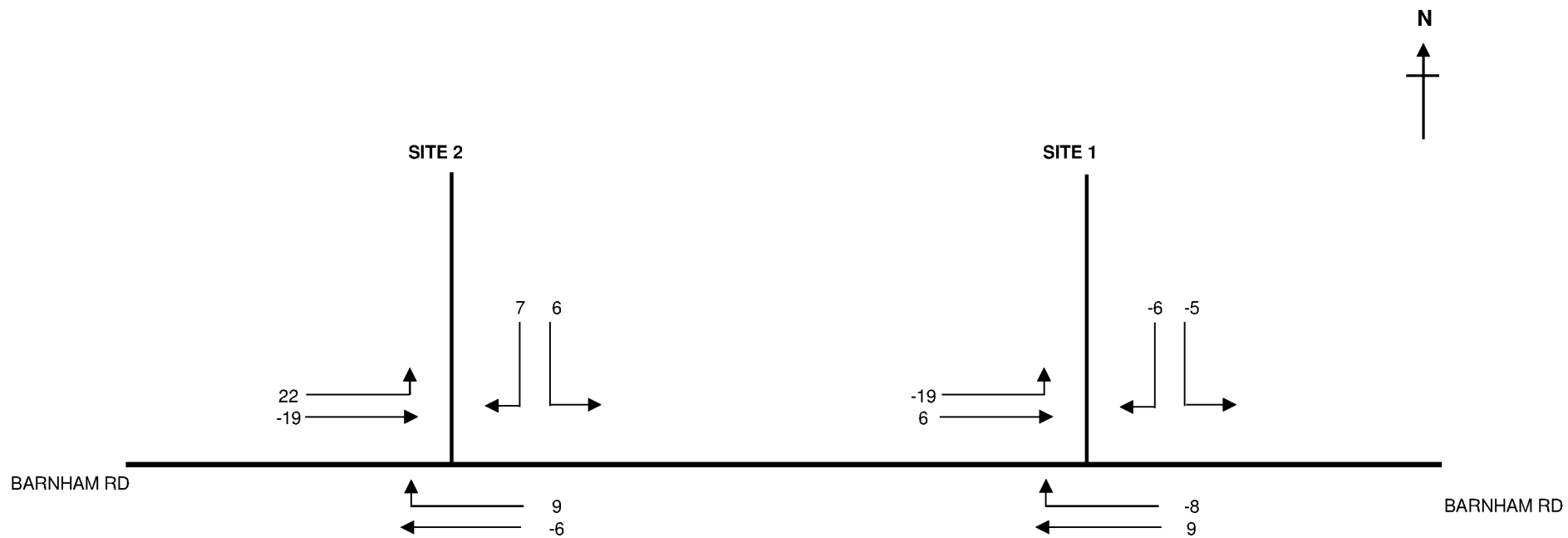


Flow 04 - PM Peak Committed

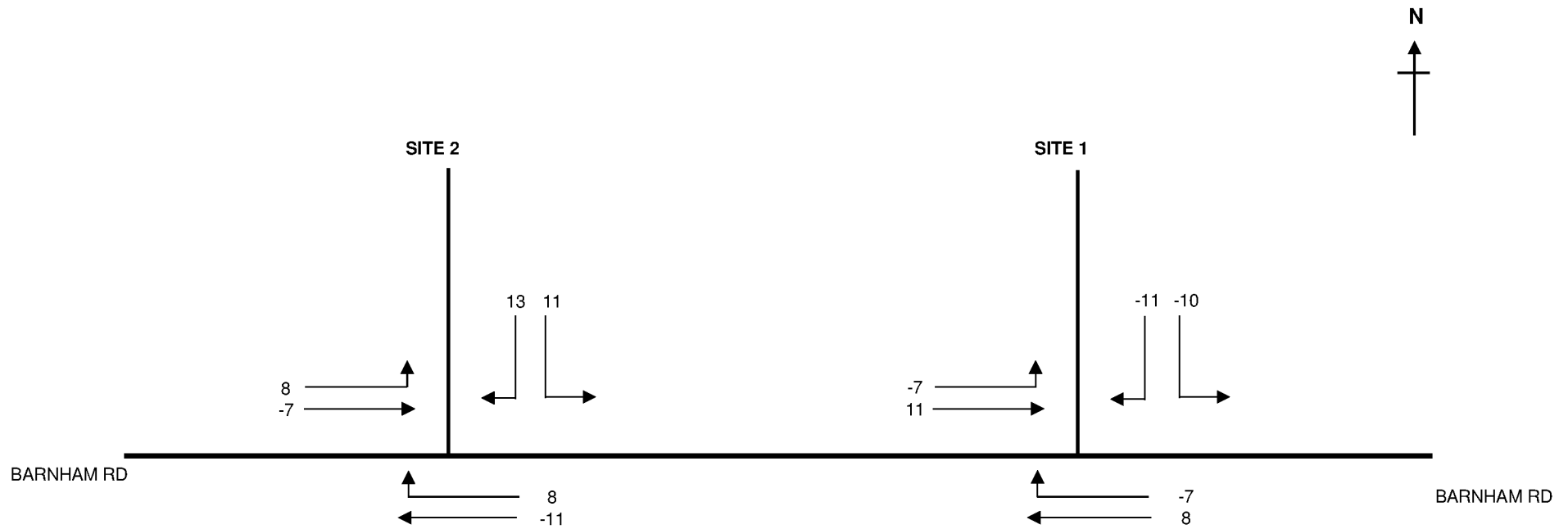




Flow 06 - PM Peak Base Scenario



Flow 07 - AM Peak Dev Flows



Flow 08 - PM Peak Dev Flows

Appendix D

(AutoTrack Vehicle Track Plots)

