



INGLENOOK HOTEL, PAGHAM

Residential Development

Transport Statement

Prepared on behalf of ADM
Architects

ADMA/17/3763s

May 2018

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Plan 01 Site Location and Accessibility

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Appendix A	WSCC Formal Pre-Application Response
Appendix B	ATC Survey Results
Appendix C	WSCC Residential Parking Demand Calculator
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1 INTRODUCTION

- 1.1.1 This Transport Statement (TS) has been prepared by Russell Giles Partnership Ltd (RGP) on behalf of ADM Architects to support a planning application on Land to the Rear of The Inglenook Hotel, Pagham. The proposed development would involve the construction of 9 dwellings. The site covers an approximate area of 0.48ha west of Pagham Road. The existing site comprises of an open field to the rear of The Inglenook Hotel. The site location is shown in **Figure 1.1**.

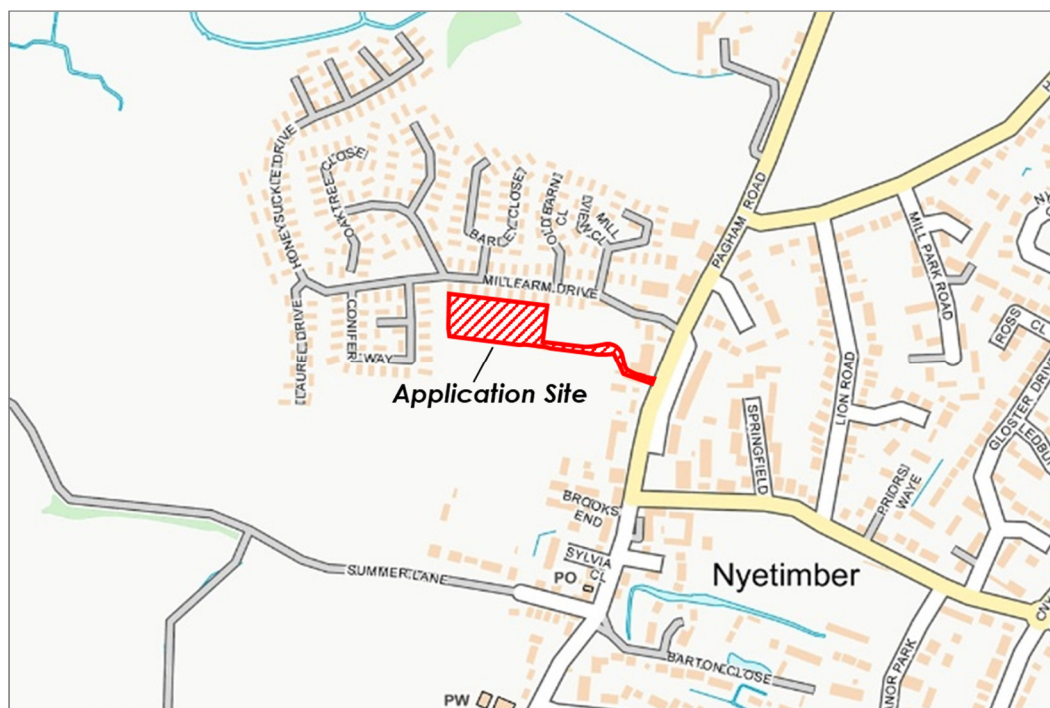


Figure 1.1: Site Location

- 1.1.2 This Transport Statement (TS) outlines the key transport planning matters in accordance with local and national highway design guidance materials, reviewing site accessibility, planning history and relevant policy, proposed accommodation schedule, car and cycle parking requirements, access arrangements, servicing arrangements, proposed trip impact on the local road network.
- 1.1.3 This highway assessment has been undertaken alongside preapplication dialogue with statutory highway consultees West Sussex County Council (WSCC). Through dialogue with WSCC highways an in-principle agreement has been established for development from a highways perspective. WSCC's formal written pre-application response is attached at **Appendix A** for reference.
- 1.1.4 The remainder of this report is comprised of the following:
- (i) **Section 2** sets out the baseline transport conditions in the local area and highway network, and provides a review of highway safety;

- (ii) **Section 3** provides an assessment of the proposed access and internal layout design, parking provision, and the sites servicing arrangements;
- (iii) **Section 4** considers the anticipated traffic impact on the local highway network supported by trip generation assessment; and
- (iv) **Section 5** provides a summary of the report's conclusions.

2 BASELINE CONDITIONS

2.1 Site Location and Description

- 2.1.1 The application site covers approximately 0.48ha of land to the rear of The Inglenook Hotel to the west of Pagham Road. The site is bordered to the north and west by Mill Farm Park Estate, and Pagham Road to the east. A recently consented residential development of 42 dwellings is under construction to the south of the site planning application reference P/125/14/PL. The site context is shown in **Figure 2.1**.



Figure 2.1: Aerial View of Site Location

- 2.1.2 The site currently comprises of an open field without a specified land use. Within the applicant's land there are five static homes immediately adjacent to the application site, and further to the east of the hotel car park and the main hotel building. The composition of the site is demonstrated **Figure 2.2**



Figure 2.2: Site Composition

- 2.1.3 The application site is currently accessed from Pagham Road to the south of the main hotel building via vehicular crossover. The access road serves the Inglenook Hotel's car park and the aforementioned static homes. The first 50m of the access road is metaled up to the hotel car park entrance, but transitions to an unmade surface on approach to the static homes and the application site. The existing access is demonstrated in **Figure 2.3**.



Figure 2.3: Existing Site Access

2.2 Local Road Network

- 2.2.1 The site fronts on to Pagham Road, a 2-way carriageway subject to a 30mph speed limit. The road is c.7.3m wide in the vicinity of the site flanked by footways on both sides of the carriageway. The Inglenook Hotel is fronted by a layby immediately to the north of the existing access. Pagham Road's highway features are shown in **Figure 2.4**.



Figure 2.4: Pagham Road Heading South

2.3 Wider Highway Network

- 2.3.1 Pagham Road adjoins the B2166 2.4km north of the site. The B2166 provides a connection to the A27 7km to the north. the A27 forms part of the strategic road network providing an east-west route along the south coast. The A27 provides access locally to Chichester, Southampton, Portsmouth and Worthing. The site location and its context within the wider highway network is shown in **Figure 2.5**.

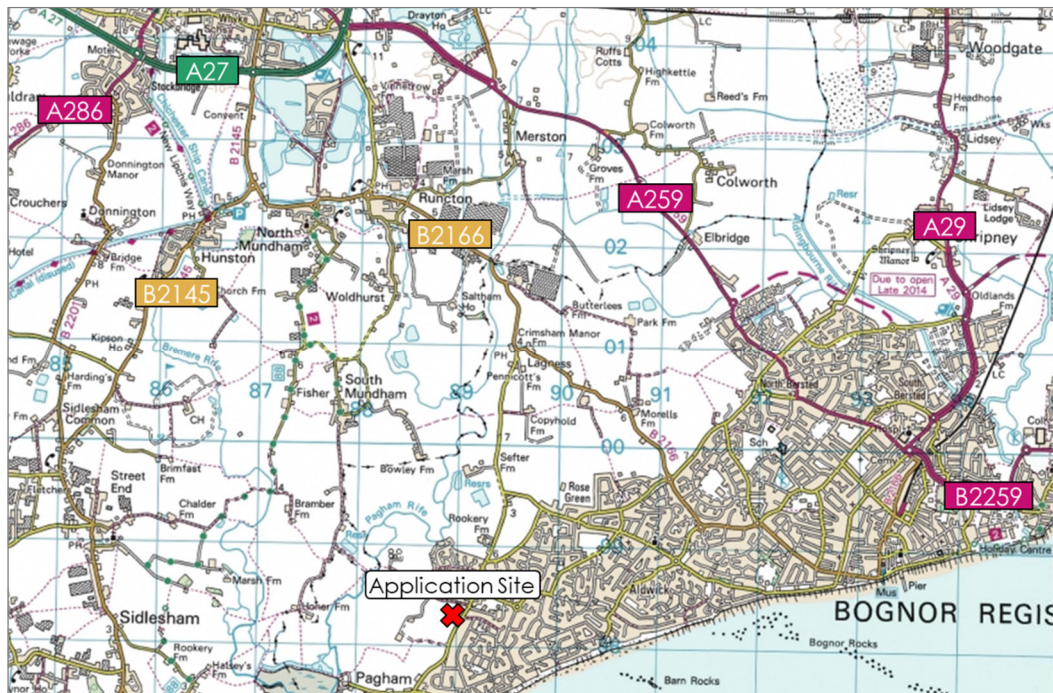


Figure 2.5: Wider Highway Network

2.4 Accessibility Credentials

Pedestrian Accessibility

- 2.4.1 Pedestrian access to the site is facilitated by 1.5m+ wide footways flanking either side of Pagham Road. The footways provide a continuous link with the wider footway network in Bognor Regis, Aldwick and Nyetimber. The pedestrian infrastructure in the vicinity of the site is shown in **Figure 2.4**.
- 2.4.2 The Chartered Institute of Highways and Transportation's (CIHT's) publication 'Providing for Journeys on Foot' (2000) states that the average length of a walk journey is 1km. It further recommends a preferred maximum walking distance of 2km for commuting journeys. As shown in **Plan 01**, a wide range of services and amenities are accessible by foot from the site based on the CIHT guidance.

Cycle Accessibility

- 2.4.3 The South Coast Cycle Route (SCCR) is located 2km north of the site providing a direct link to Chichester 7km to the north. The National Cycle Route No.2 is situated approximately 3.9km to the east of the site and provides a traffic-free route to Littlehampton. Local cycle routes are shown in **Plan 01**.
- 2.4.4 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations. Chichester, Bognor Regis and Felpham are therefore accessible by bicycle from the site.

Accessibility by Bus

- 2.4.5 The application site is within a desirable walking distance of the 'Bear Inn' bus stop c.20m to the east of the site which serves the No.600 and 660 bus service to Chichester. A summary of services available from local bus stops is provided in **Figure 2.6**.

Service	Route Summary	Typical Frequency	Operating Hours
600/660	Elmer – Chichester	Every 20 mins	06:05 – 21:53

Figure 2.6: Bus Services Available from Local Bus Stops

2.5 Accident Data

- 2.5.1 To determine highway safety on the road network in the vicinity of the site, an assessment of Personal Injury Accident (PIA) data has been undertaken using the Sussex Safer Roads online data portal for a five-year period between January 2012 and December 2016. PIAs are classified as 'slight', 'serious' and 'fatal' depending on the severity of the injuries sustained.
- 2.5.2 Patterns displayed in the PIA data can be assessed with regard to the proximity, frequency, and severity to establish whether there are any potential underlying highway design issues on the local road network that may require a more detailed investigation. The study area includes Pagham Road from the junction with Hook Lane to the north of the site to the junction of Nyetimber Lane to the south of the site. A map demonstrating the extent of the study area and each recorded PIA is demonstrated in **Figure 2.5**.

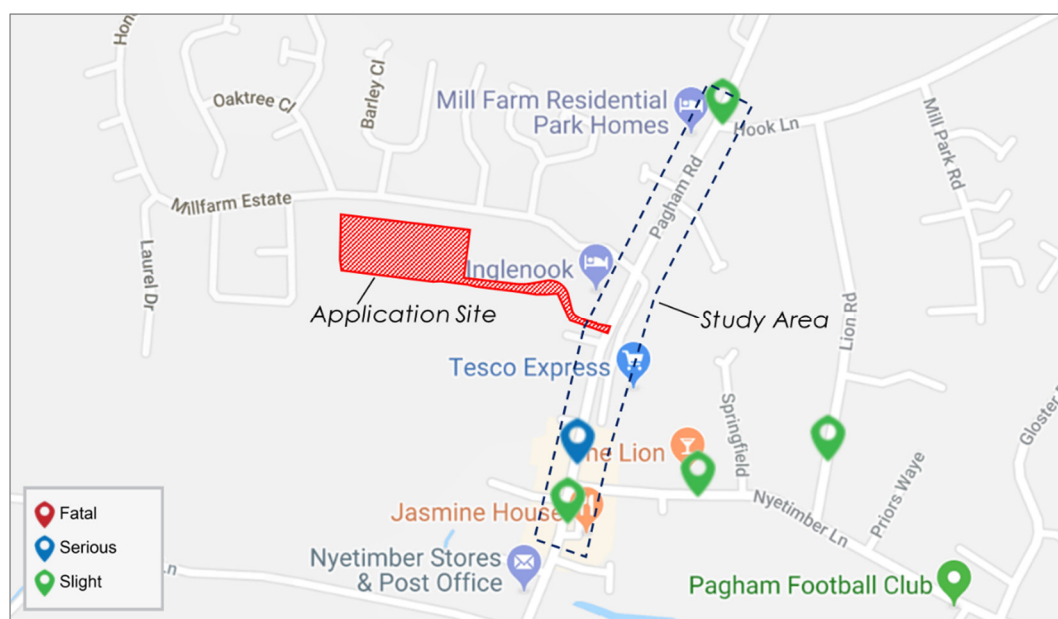


Figure 2.5: PIA Study Area and Distribution of Incidents

- 2.5.3 The study found a total of 1 'serious' incident and 2 'slight' incidents within the study area along Pagham Road across the 5-year period. The PIA assessment does not reveal any incidents associated with the site's existing access arrangements. The PIA data does not identify any wider pattern in terms of frequency or distribution of incidents in the study area that would require a more detailed examination.
- 2.5.4 It is therefore concluded that there are no underlying incident patterns that could be exacerbated by the proposed development.

2.6 Traffic Survey Data

- 2.6.1 To establish the speeds of vehicle and the volume of traffic on Pagham Road, RGP commissioned Modal Data to conduct an Auto Traffic Count (ATC) survey from 20th – 26th February 2018. The results of the ATC survey are summarised in **Figure 2.6** and the full data output is attached at **Appendix B**.

Direction	Average Speed	85 th Percentile Design Speed	AADT	HGV Percentage
Northbound	24.9mph	30.4mph	2924	1.5%
Southbound	22.9mph	27.7mph	3395	1.0%

Figure 2.6: Summary of ATC Data

3 PROPOSED DEVELOPMENT

- 3.1.1 The proposed development would be served from the existing hotel access point at the south east corner of the site adjoining Pagham Road. The access would be reformed to accommodate the type and frequency of vehicle movements associated with the development proposal.
- 3.1.2 The access would remain as a vehicular crossover however the highway works associated with the adjacent development proposal access would mean the crossover is straightened to follow the new kerb line and slightly lengthened to 7.7m. The proposed access is demonstrated in **Drawing 2017/3763/001**.
- 3.1.3 Existing fencing and shrubbery would be removed to provide a widened access point from 3.5m to 5.3m wide. The access geometries allow two cars to concurrently pass at the junction and can accommodate large refuse and delivery vehicle movements through the access. A vehicle swept path analysis demonstrating these manoeuvres is shown in **Drawing 2017/3763/002**.

3.2 Visibility

- 3.2.1 The access visibility requirements have been based upon the 85th percentile design speeds acquired from ATC speed surveys. The speed surveys revealed 85th percentile design speeds of 27.7mph heading southbound and 30.4mph heading northbound. The ATC speed survey data is attached at **Appendix B** of this report.
- 3.2.2 Using the calculation coefficients set out in Manual for Streets (MfS) a stopping site distance (adjusted for bonnet length) of 44m looking north and 39m looking south would be required. Visibility from access accordingly achieves the sight lines in both the lead and trailing directions as demonstrated in **Drawing 2017/3763/002**.
- 3.2.3 It is recognised that the vehicles parking in the layby north of the access would be within the visibility envelope. MfS 2 Section 10.7 identifies that parking within visibility splays is common at urban junctions and does not create significant problems in practice. The safe operation of the existing access which serves hotel / pub, static homes substantiates this.
- 3.2.4 Forward visibility to right turning vehicles negotiating the access has been assessed using the calculation coefficients set out in MfS. Accordingly, a stopping site distance (adjusted for bonnet length) of 44m looking north and 39m looking south would be required. The necessary sight lines to right turning vehicles from the respective north and south approach directions are achievable as demonstrated in **Drawing 2017/3763/002**.
- 3.2.5 Sight lines between the site access, adjacent development's access and the nearby road junction has been assessed to demonstrate that inter-visibility between egressing vehicles is achievable in **Drawing 2017/3763/002**.

3.3 Pedestrian Access

- 3.3.1 The site's pedestrian access would be served from the main vehicle access which would use a shared surface arrangement as per the existing operation. Advisory signage would be provided on entry to the site to make motorists aware that pedestrians may be in the carriageway. Traffic calming features in the form of a rumble strip and a speed control bend would be provided on entry to the site and along the access road (see **Section 3.4**). A 5mph roundel would also be provided to ensure appropriate vehicle speeds.
- 3.3.2 The use of a shared surface arrangement accords with MfS design guidance which suggest that shared surfaces are appropriate where carriageways form cul-de-sacs, where the volume of traffic movements are below 100 per hour, and where parking is controlled, or it takes place in designated areas. The proposed pedestrian access, signage and traffic calming features are demonstrated in **Drawing 2017/3763/002**.

3.4 Internal Layout

- 3.4.1 On entry to the site the proximity of the main hotel building is such that the access road would narrow from 5.3m to 3.8m at its narrowest point c.10m into the site. The access road would widen back out to 4.8m c.30m into the site. A priority arrangement would be used through this pinch point with priority given to vehicles entering the site, to avoid vehicles tailing back on to Pagham Road. The priority arrangement is demonstrated in **Drawing 2017/3763/002**.
- 3.4.2 The level of visibility between vehicles waiting at the priority arrangements give-way marking and an oncoming vehicle entering the site would achieve a sight line of 16m. The stopping site distance would be appropriate for a vehicle travelling up to 14mph, which would be appropriate for this narrow traffic calmed section of carriageway. The visibility between vehicles negotiating the priority arrangement is demonstrated in **Drawing 2017/3763/002**.
- 3.4.3 Within the main body of the site, the proposed access road would maintain a width of 4.8m. The access road would act as a spine road from which the properties are served. All internal carriageways would use a shared surface arrangement. As identified in **Section 3.3** of this Transport Statement the use of a shared surface arrangement would accord with MfS design guidance which identifies the criterion by which the use of such an arrangement is appropriate.
- 3.4.4 On entry to the site two traffic calming features would be provided to encourage low vehicle speeds. A rumble strip would be provided 5.5m from the site access. The rumble strip would not cross the full width of the carriageway so as to not act as a barrier to pedestrians and cyclist which can be affected by traffic calming features which use vertical deflection. The proposed rumble strip feature is demonstrated in **Drawing 2017/3763/002**.

3.4.5 A traffic control bend would be provided 50m into the site. The traffic control bend would calm traffic speeds into the site, increase forward visibility, and enable large refuse vehicles to pass a vehicle waiting at the priority give way marking by utilising the bends mountable shoulder. The speed control bend is demonstrated in **Drawing 2017/3763/002**.

3.4.6 The site's car parking provision would be provided in a mixture of driveways, garages, and on-street parking. The on-street parking would take the form of parallel parking bays. All parking areas use Manual for Streets (MfS) standard dimensions providing parking bays of 2.4 x 4.8m and provide at least 6.0m reversing distance to ensure comfortable manoeuvring as demonstrated in **Drawing 2017/3763/002**.

3.5 Servicing Arrangements

3.5.1 The site's carriageway geometries are such that large service vehicles can negotiate the access road and perform turning manoeuvres within the site, allowing service vehicles to safely enter and exit the site in a forward gear. A vehicle swept path analysis has been undertaken demonstrating a large refuse vehicle (the largest service vehicle) negotiating internal carriageways and performing turning manoeuvres in **Drawing 2017/3763/002**.

3.5.2 Bin carry distances between properties and collectors would be within the maximum thresholds set out in MfS from all properties (25m for collectors 30m for residents).

3.6 Emergency Access

3.6.1 The proposed development would provide access within 45m of all buildings, in accordance with Building Regulation requirements for emergency vehicles. A minimum carriageway width of 3.7m is maintained through the site in accordance with Building Regulation requirements.

3.6.2 The vehicle swept path analysis demonstrating a large refuse vehicle negotiating internal carriageways and performing turning manoeuvres serves to demonstrate that fire tenders, which are smaller and more manoeuvrable, would be able to appropriately access the site in **Drawing 2017/3763/002**.

3.7 Car Parking Provision

3.7.1 The proposed developments parking provision has been provided in accordance with both WSCC's Residential Parking Demand Calculator tool. The proposed parking provision is considered against the anticipated demand as determined by WSCC's Residential Parking Demand Calculator tool in **Figure 3.2**. The Residential Parking Demand Calculator output is attached as **Appendix C** for reference.

	Proposed Parking Provision	WSCC Residential Parking Demand Calculator Tool
Allocated	20	20
Unallocated Visitor / Resident Overspill	2	2

Figure 3.2: Car Parking Provision

- 3.7.2 The site provides 20 allocated bays plus 2 unallocated visitor / resident overspill bays. As demonstrated in **Figure 3.2** the Parking Demand Calculator tool requires 2 unallocated bays for visitor / resident overspill which have been accordingly provided. There are additional opportunities to safely park on-street within the site and not obstruct the carriageway.
- 3.7.3 Cycle parking has been provided in accordance with WSCC residential cycle parking standards at a ratio of 2 cycle parking space per 3+ bed house. Cycle parking would be provided within the curtilage of the proposed houses within garages or rear storage sheds.

4 TRIP GENERATION AND TRAFFIC IMPACT

4.1 Overview

4.1.1 The TRICS database (version 7.4.4) has been interrogated to assess the likely traffic volumes that will be generated by the proposed development. The current application site does not generate vehicle trips, therefore any trips generated by the development will be new to the local road network.

4.1.2 For the purposes of this assessment the following parameters have been used to filter the TRICS data:

- (i) Land Use: Residential (Houses, Privately Owned)
- (ii) Regions: Wales and England (excluding Greater London)
- (iii) Scale of Development: 6 - 30 Dwellings
- (iv) Date Range: 01/01/09 – 10/05/17
- (v) Count Type: Manual and Automated Traffic Count
- (vi) Selected Days: Weekdays
- (vii) Selected Locations: Suburban Area, Edge of Town

4.1.3 A summary of the weekday peak hour and daily trips are displayed in **Figure 3.3**. The full results of the TRICS interrogation are provided in **Appendix D**.

TRICS Trip Rate per Dwelling (9 Dwellings)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.160	0.357	0.517
PM Peak Hour	0.319	0.122	0.441
Daily Traffic	2.338	2.460	4.798
TRICS Vehicle Trip Generation			
AM Peak Hour	1	3	5
PM Peak Hour	3	1	4
Daily Traffic	21	22	43

Figure 3.3: Anticipated Trip Generation

- 4.1.4 The TRICS assessment suggests that the development will generate an additional 43 daily vehicle trips, with an additional 4 – 5 vehicle trips in each of the networks peak traffic hours (08:00-09:00 and 17:00-18:00). The peak trip generation equates to 1 additional vehicle movement accessing egressing the site every c.12 minutes.

4.2 Traffic Impact

- 4.2.1 The number of daily vehicle trips generated by the proposed development and the low concentrations of movements during the local road network AM and PM peak traffic hours would have a negligible impact upon local road network in terms of highway capacity and safety.
- 4.2.2 Subject to WSCC's consideration of this report, WSCC Transport Assessment Guidance (2007) identifies that the sites trip generation is such that a capacity modelling assessment would not be necessary. The guidance stipulates that capacity assessments are only required at junctions where there is a predicted increase in total entry flows of 30 or more vehicles in any hour. As demonstrated in **Figure 3.3** the site would generate less than 30 movements during peak hours.

5 SUMMARY & CONCLUSIONS

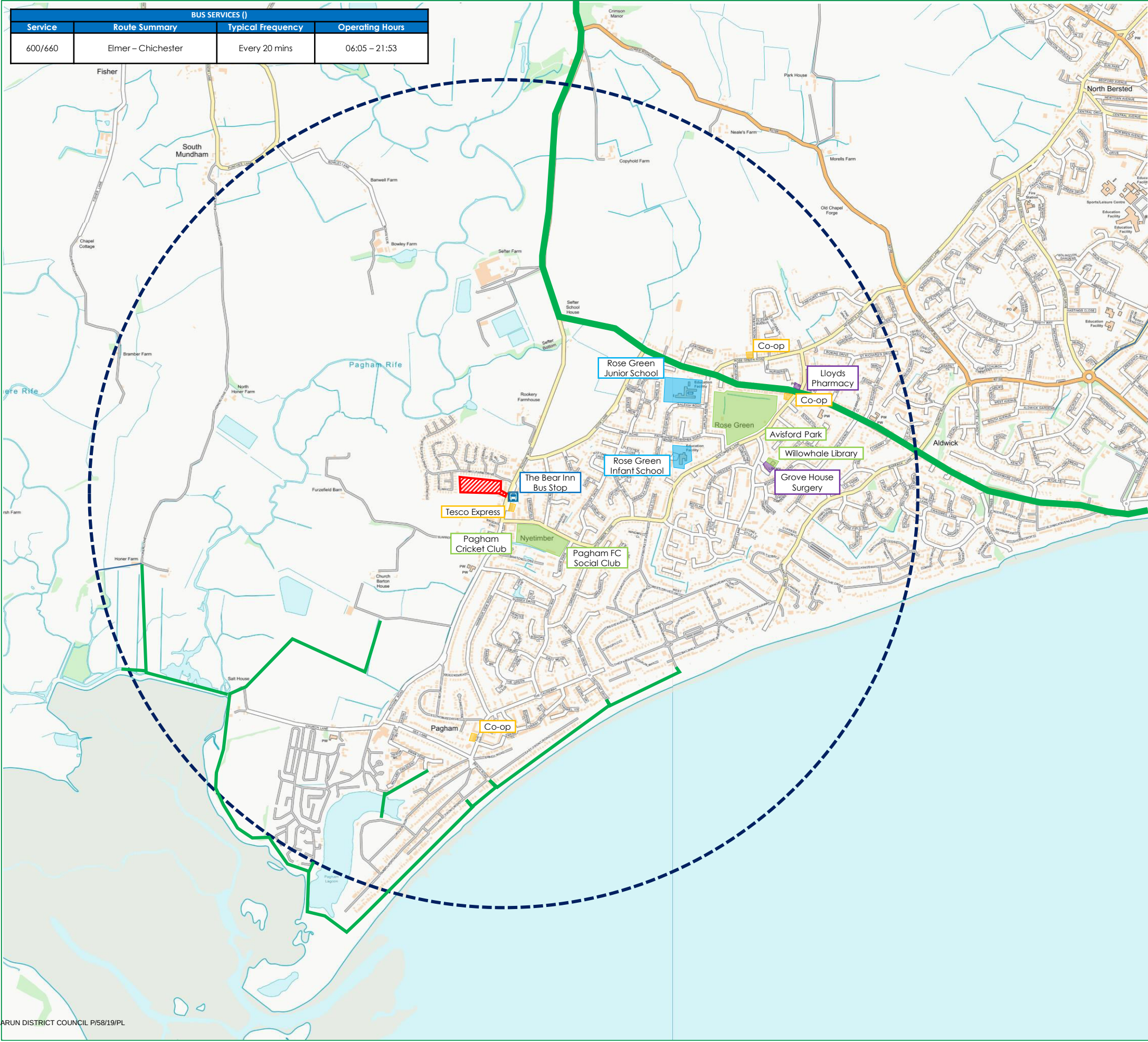
5.1.1 Russell Giles Partnership (RGP) has been commissioned by ADM Architects to provide transport planning and highways advice in association with a residential proposal on land to the rear of The Inglenook Hotel, Pagham, West Sussex. The Transport Statement conclusions are as follows: -

- (i) The site is accessibly located within walking and cycling distance of public transport and convenience amenities in Pagham.
- (ii) An assessment of PIA incidents does not reveal any pattern in terms of distribution, frequency or severity of incidents that is of concern in terms of highway safety.
- (iii) The proposed development would be served from the existing hotel access point at the south east corner of the site adjoining Pagham Road. The access would be reformed to appropriately serve the residential development.
- (iv) The access's geometries allow cars to concurrently pass at the junction and can accommodate large refuse vehicle movements through the access. The access has been subject to a vehicle swept path analysis.
- (v) Visibility from the access achieves the necessary sight lines in both the primary and secondary directions in accordance with the recorded 85th percentile design speeds using calculation coefficients set out in MfS design guidance.
- (vi) The site's internal carriageway geometries are such that large service vehicles can negotiate internal roads and perform turning manoeuvres within the site.
- (vii) The site provides traffic calming and a priority arrangement to ensure appropriate vehicle speeds and a safe pedestrian environment on entry to the site.
- (viii) Bin carry distances between properties and collectors would be within the maximum thresholds set out in MfS from all properties.
- (ix) The proposed development's parking provision would be provided in line with both WSCC's Residential Parking Demand Calculator tool. Cycle parking would be provided in accordance with WSCC's residential cycle parking standards.
- (x) The TRICS trip assessment suggests that the development will generate an additional 46 daily vehicle trips, with an addition 4-5 trips in the network AM / PM peak traffic hours.

- (xi) The number of daily vehicle trips generated by the proposed development and the movements during the AM and PM peak traffic hours would have a negligible impact upon local road network in terms of highway capacity and safety.
- (xii) The sites trip generation is such that a capacity modelling assessment would not be necessary in accordance with WSCC Transport Assessment Guidance (2007).

PLANS

BUS SERVICES ()			
Service	Route Summary	Typical Frequency	Operating Hours
600/660	Elmer – Chichester	Every 20 mins	06:05 – 21:53



LEGEND

-  SITE LOCATION
-  BUS STOPS
-  FOOTPATHS
-  LOCAL CYCLE ROUTE
-  2KM WALK ISOCHRONE
-  RETAIL
-  EDUCATION
-  LEISURE
-  HEALTH CARE
-  INDUSTRIAL



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Client:			
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Project:			
Inglenook Hotel, Pagham			
Title:			
Site Location & Accessibility Plan			
Plan No:	Job No:	Date:	Scale:
Plan 01	3763	March 2018	NTS
Drawn By:	Checked By:	Approved By:	Rev:
SMO	ALB	PMR	-

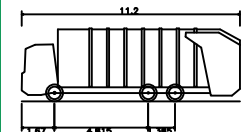
DRAWINGS

-LEGEND-

- Site Boundary
- Highway Boundary
- Existing Road Markings



DB32 Private Car
Overall Length 4.223m
Overall Width 1.715m
Overall Body Height 1.592m
Min Body Ground Clearance 0.125m
Max Track Width 1.629m
Lock to lock time 1.08s
Kerb to Kerb Turning Radius 5.780m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.2m
Overall Width 2.4m
Overall Body Height 2.75m
Min Body Ground Clearance 0.300m
Track Width 0.900m
Lock to lock time 2.000s
Kerb to Kerb Turning Radius 9.000m

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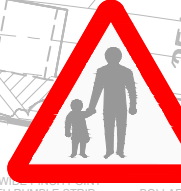
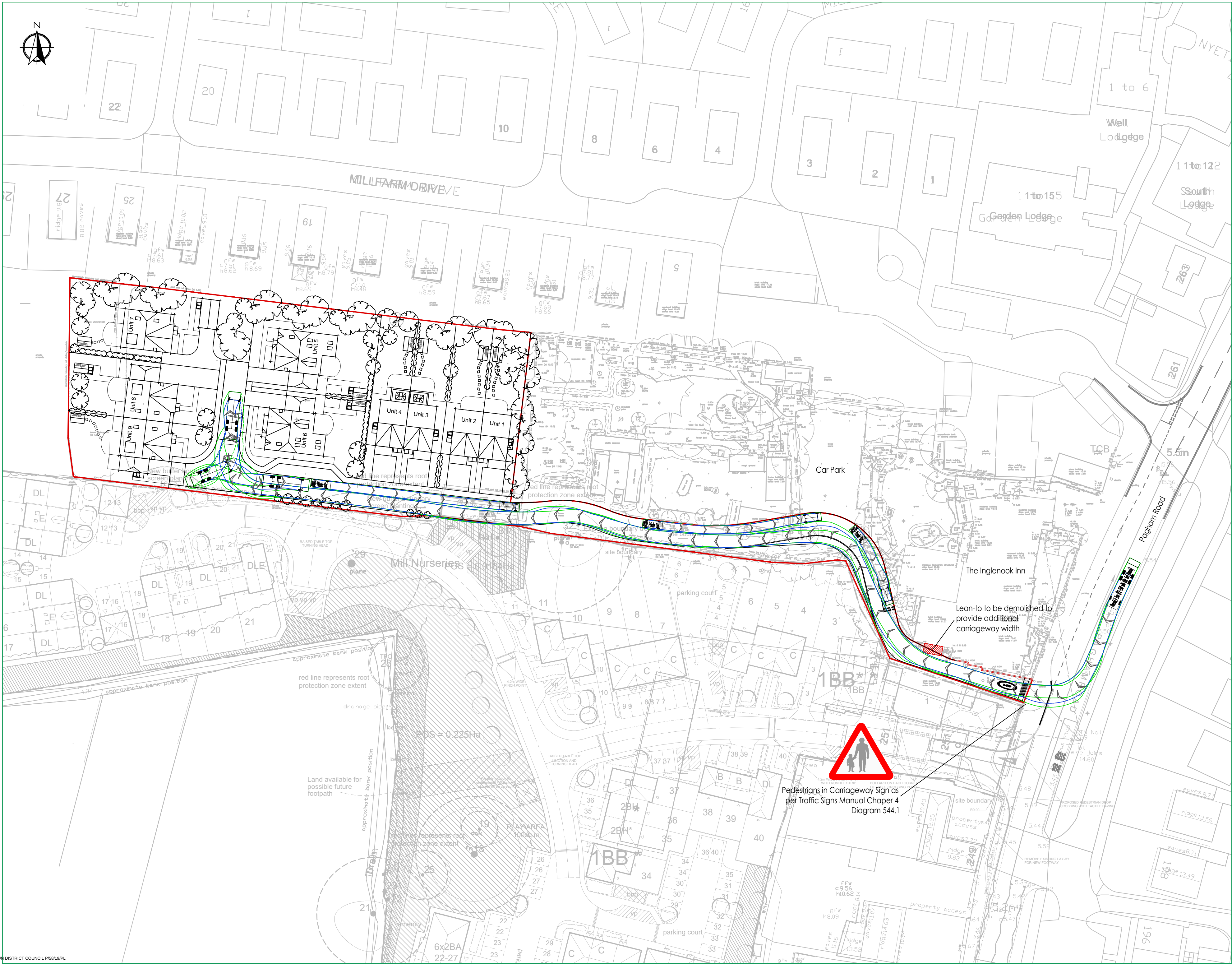


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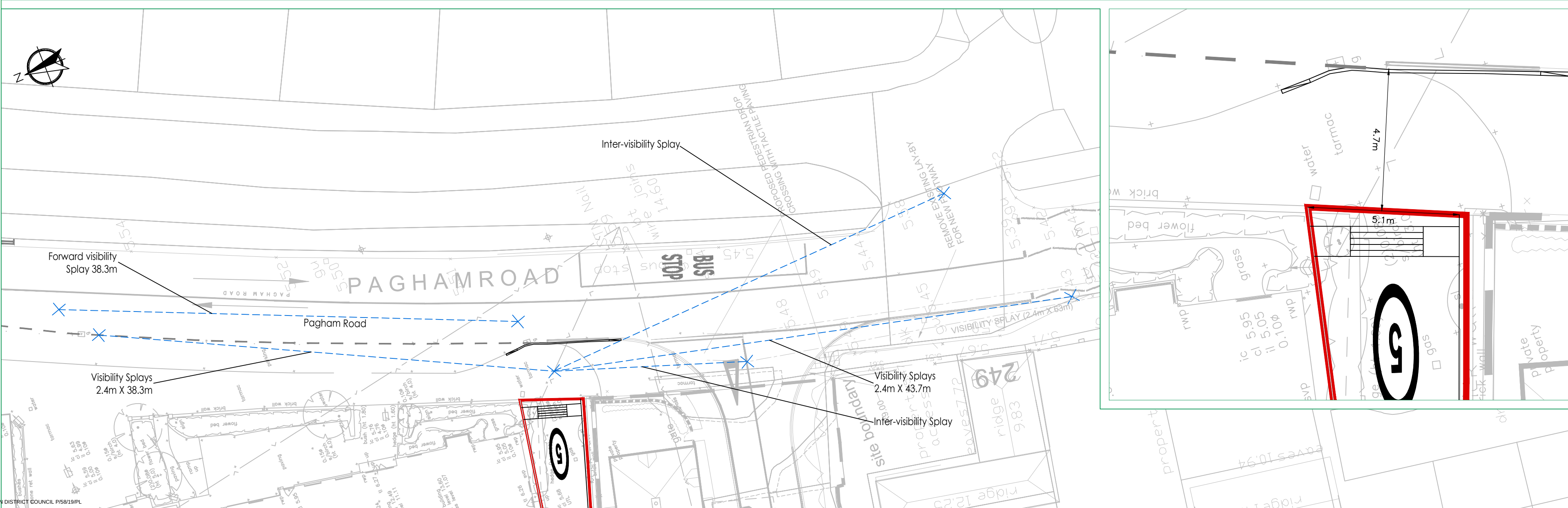
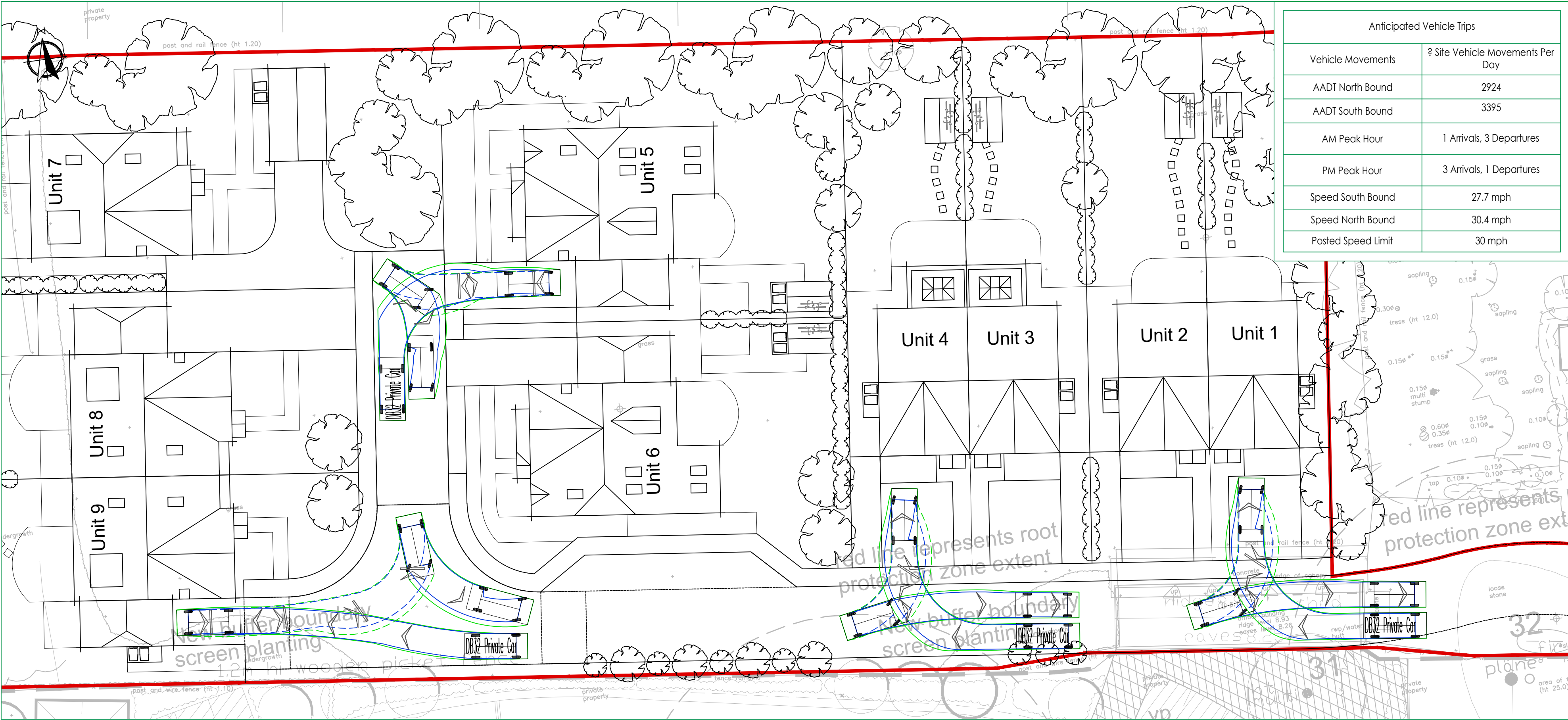
Inglenook Hotel, Pagham

Refuse Vehicle
Swept Path Analysis

Scale	1:500	Drawn By	SMO	Checked By	ALB	Approved By	PMR
Date	May 2018	Drawing No.	2017-3763-001	Rev.	A		



Pedestrians in Carriageway Sign as per Traffic Signs Manual Chapter 4 Diagram 544.1



A2

-LEGEND-

- Site Boundary
- Highway Boundary
- Existing Road Markings
- Visibility Splays

red line represents root protection zone extent

DB32 Private Car

Overall Length 4.223m

Overall Width 1.713m

Overall Body Height 1.392m

Min Body Ground Clearance 0.233m

Max Track Width 1.629m

Lock to lock time 3.56s

Kero to Kero turning Radius 5.780m

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Client

ADM Architects

Project

Inglenook Hotel, Pagham

Drawing Title

Visibility Splays and Internal Swept Path Analysis

Scale

1:500

Drawn By

SMO

Checked By

ALB

Approved By

PMR

Date

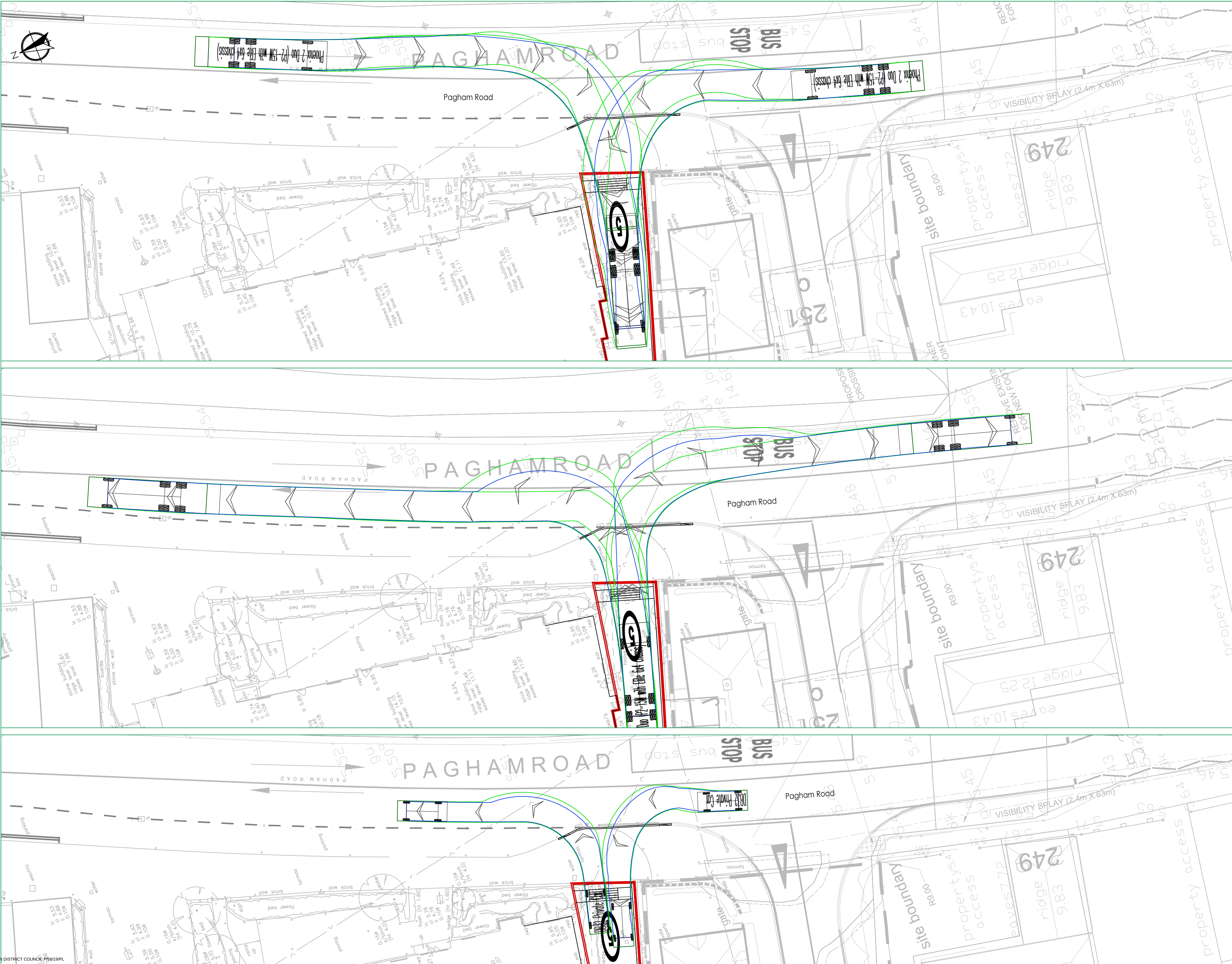
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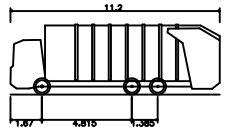
2017-3763-002

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- Site Boundary
- Highway Boundary
- Existing Road Markings



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.50m
Overall Width 2.50m
Overall Body Height 3.75m
Min Body Ground Clearance 2.50m
Max Track Width 2.50m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



DB32 Private Car
Overall Length 4.223m
Overall Width 1.713m
Overall Body Height 1.384m
Min Body Ground Clearance 1.823m
Max Track Width 1.823m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.780m

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Project
Inglenook Hotel, Pagham

Drawing Title
Refuse Vehicle Access and Egress
and Concurrent Car's Movements

Scale	Drawn By	Checked By	Approved By
1:500	SMO	ALB	PMR
Date	Drawing No.	Rev.	
May 2018	2017-3763-003	A	

