



Proposed Residential Development
Yapton Lane
Walberton

TRANSPORT STATEMENT

On behalf of
Land Quest UK (Southern) Limited



ITR/HC/5478/TS.4
January 2022

Experience and expertise working together



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1.0 INTRODUCTION

1.1 Bellamy Roberts has been instructed by Land Quest UK (Southern) Ltd. to prepare a Transport Statement to assess the impact in highway and transportation terms, of the proposed residential development at Yapton Lane, Walberton. A Concept plan is attached at **Appendix 1**.

1.2 The application site currently comprises undeveloped land west of Yapton Lane, immediately south of the conurbation of Walberton. Vehicular access to the site will be achieved from Yapton Lane via a new bellmouth access arrangement. A pedestrian link through the site will be provided to the existing footway on Yapton Lane in the north as illustrated.

Scope of Assessment

1.3 The Transport Statement has been prepared to assess the impact of the proposed development in highway and transportation terms. In this regard it will consider the sustainability of the site in terms of accessibility by non-car modes of travel; the suitability of the proposed access arrangement; car and cycle parking with reference to the LPA standards; servicing of the site, and the proposed levels of traffic generation.

1.4 In preparing this Assessment, 7-day Automatic Traffic Count (ATC) surveys have been carried out and adopted highway boundary mapping and the most recent 5-year Personal Injury Accident (PIA) data has been obtained from 2016 and 2021 respectively.

The Structure of Report

Section 2: Provides an overview of national and local transport policies.

Section 3: Describes the proposed development site location, provides an overview of the characteristics of the highway network and a review of PIA data obtained from Sussex Safer Roads Partnership.

Section 4: Describes the existing transport conditions within the vicinity of the site including opportunities to travel via walking, cycling and public transport.

- Section 5:** Describes the development proposals including the proposed site access, parking provision (car and cycle) and servicing arrangements.
- Section 6:** Considers the traffic generation of the scheme.
- Section 7:** Provides a summary of the Transport Assessment and concludes that:
- There are genuine opportunities for site users to travel to/from the application site using sustainable modes of transport.
 - The proposed site access would be safe and suitable to serve all users.
 - The local highway network can accommodate the traffic generated by the site during peak periods without resulting in a severe residual cumulative impact on the network.

2.0 PLANNING POLICY

- 2.1 Bellamy Roberts appreciates the development needs to generally accord with the appropriate national and local policies, and this Transport Statement has sought guidance from the following documents.

National Planning Policy Framework (NPPF)

- 2.2 The most recent National Planning Policy Framework (NPPF) was revised and published in July 2021 and sets out the Government's current planning policies guidance on how these are expected to be applied in transport terms.
- 2.3 Under the heading of "Considering Development Proposals" paragraph 110 of NPPF states
- "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) safe and suitable access to the site can be achieved for all users;*



- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

2.4 Paragraph 111 of NPPF states.

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

2.5 It will be shown within this Transport Assessment that the above policies and requirements are met associated with this development.

National Planning Policy Guidance (NPPG)

2.6 The NPPG seeks to bring together planning guidance across all disciplines in an accessible way as well as to provide a clear link between guidance and the objectives of the NPPF. The NPPG discusses the role of transport plans and transport assessments/statements and how they relate to each other.

“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movement and transport assessments and statements can be used to establish whether the residual transport impacts of a proposed development are likely to be severe, which may be a reason for refusal, in accordance with the National Planning Policy Framework (NPPF).”

Adopted Arun Local Plan 2011 – 2031 (July 2018)

2.7 The Local Plan sets out the vision for the future of Arun and guides development to achieve that vision. Chapter 15: Transport includes Policy T SP1 – Transport and Development, which is relevant to this application:



“Policy T SP1

Transport and Development

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

- a. Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy;*
- b. Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;*
- c. Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton and the A27, to ensure that they are delivered in line with strategic growth in the District;*
- d. Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking and;*
- e. Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable, and;*
- f. Explains how the development has been designed to:*
 - i. accommodate the efficient delivery of goods and supplies;*
 - ii. give priority to pedestrian and cycle movements and have access to high quality public transport facilities;*
 - iii. create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;*



- iv. incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and*
- v. consider the needs of people with disabilities by all modes of transport.*
- g. Provides improved crossing points over the railway line to improve transport links between the coast and the A27, in particular at Ford.”*

Policy Summary

- 2.8 The proposed development has been assessed against the relevant national and local transport policies.
- 2.9 The proposed development has been assessed against the four key tests within NPPF and demonstrates the following:
- Appropriate opportunities to promote sustainable transport modes have been taken up;
 - Safe and suitable access to the site can be achieved for all users;
 - The layout and parking provision will reflect the current standards; and
 - Any significant impacts from the development on the transport network and in terms of capacity and congestion or on highway safety can be cost effectively mitigated to an acceptable degree.

3.0 SITE LOCATION AND LOCAL HIGHWAY NETWORK

- 3.1 This section of the Transport Assessment considers the location of the site and the operation of the local highway network. It also includes a review of collision data, obtained from Sussex Safer Roads Partnership.

Site Location

- 3.2 The site is located to the west of Yapton Lane, immediately south of the main conurbation of Walberton. A site location plan is provided at Figure 1, below, for reference.

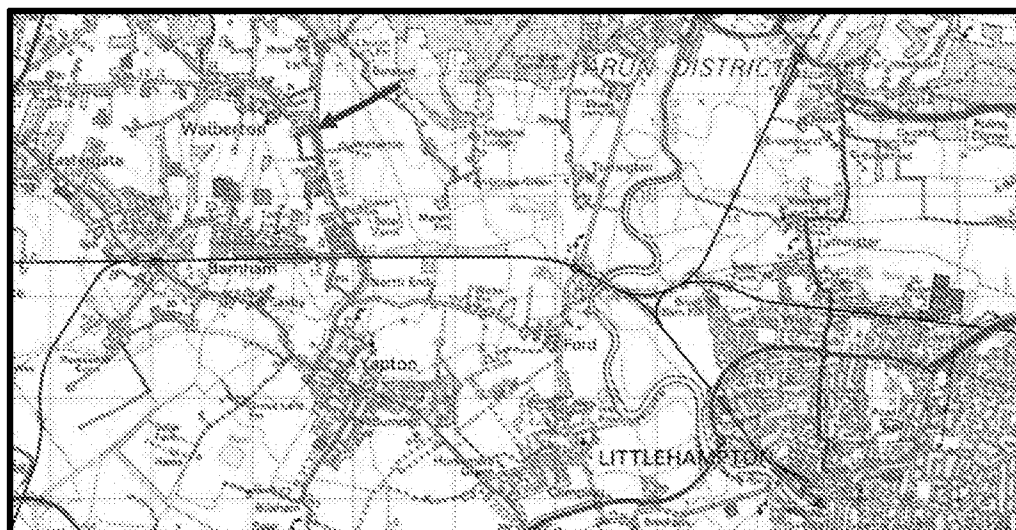


Figure 1: Site Location Plan

Local Highway Network

- 3.3 The site has a c.180m frontage onto Yapton Lane which runs on a north/south alignment between the A27 in the north and North End Road in the south. The section of Yapton Lane in the vicinity of the site is a single carriageway road and is approximately 7m wide, which is sufficient for two-way, free flowing traffic, as detailed at Figure 7.1 of MfS.
- 3.4 In the vicinity of the proposed site access, Yapton Lane is subject to a speed limit of 40mph, however the speed limit reduces to 30mph towards the northern boundary of the site. The change in speed limit is highlighted at Figure 2 below.



Figure 2 Speed Limit Change

- 3.5 Notwithstanding this and in order to assess the actual speed of traffic along Yapton Lane, an Automatic Traffic Counter (ATC) was installed within the vicinity of the site access.
- 3.6 The results of the ATC survey reveals average mean vehicle speeds of 39.0mph northbound and 38.2mph southbound across the site access. The 85thile recorded wet weather speeds were 45.4mph and 44.4mph.

3.7 In terms of vehicle flow, the ATC indicates a 5-day average of 434 two-way movements during the morning peak (0800-0900) and 386 two-way movements during the evening peak (1700-1800). The flows are split broadly 57%/43% during the morning and 35%/65% during the evening (northbound/southbound). In this regard, Yapton Lane can be considered a lightly trafficked road. The full results of the ATC survey are provided at **Appendix 2**.

3.8 In terms of pedestrian provision, a permissive footpath (P23) runs along the site frontage, and connects with a section of footway on Yapton Lane, in the vicinity of the mini-roundabout to the north. This will provide pedestrian access towards the centre of Walberton and existing bus stops located in this area. The potential of upgrading this footpath within the site will be explored which will negate the need for a footway on Yapton Lane. Furthermore, a Public Right of Way (328) borders the site to the south, providing alternative access to the centre of Walberton. The existing Public Rights of Way are identified at Figure 3 below.

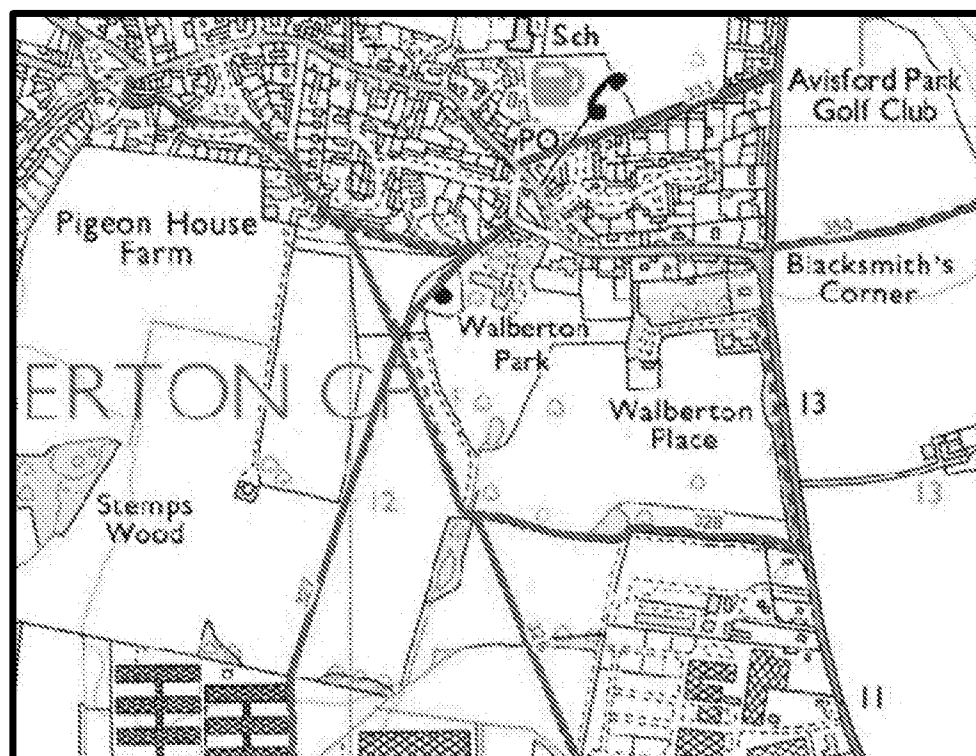


Figure 3: Public Rights of Way

3.9 A short section of shared footway/cycleway exists along the eastern side of the mini-roundabout to the north of site, providing a safe route for cyclists around this

junction. The potential for the site to provide an internal cycle route, to link to the exiting network will be explored.

Personal Injury Accident Data

3.10

To determine whether there is an existing accident or safety problem with the local highway network, which may be exacerbated by the proposed development, personal injury accident (PIA) data has been obtained from Sussex Safer Roads Partnership for the most recent 5 year period available (See **Appendix 3**). The search area has included Yapton Lane extending to the Yapton Lane/ Hedgers Hill Junction to the north and Yapton Lane/ Ford Lane/ Maypole Lane Crossroad Junction to the south, which has revealed that and 1 'serious' and 6 'slight' collisions have been recorded during this period. A plan showing the search area is provided at Figure 2.

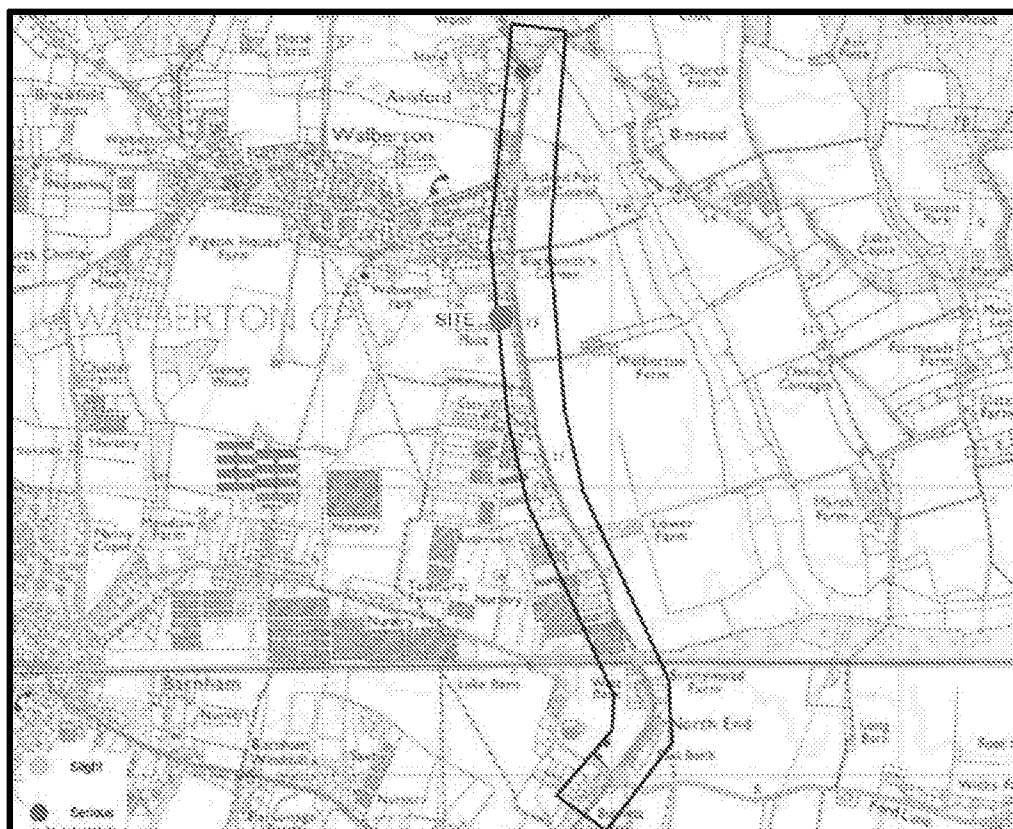


Figure 4: Summary of Personal Injury Accident Data

3.11 Figure 4 reveals that all collisions except one were recorded as 'slight' and they were spread across the surveyed area. No accidents have been recorded on Yapton Lane in the immediate vicinity of the proposed vehicular access.

3.12 A 'slight' collision involving three vehicles was recorded on Yapton Lane, c.175m north of the proposed vehicular access, at the 'DM Chainsaw' entrance in August 2017. The collision report states: *'Vehicle 2 was stationary in traffic behind some vehicles, all waiting for a vehicle ahead to turn right. Vehicle 1 has driven into the rear of vehicle 2'*. Vehicle 2 was waiting normally along the Yapton Lane carriageway, not on a bend or turning at the junction, and therefore the accident can be deemed as a result of vehicle driver error.

3.13 The recorded accidents are spread across the local highway network and are not confined to a particular location or manoeuvre. As such, there are no existing safety issues on the local highway network that the proposed development would exacerbate.

Summary

3.14 In summary, the application site is well located to take advantage of the existing local highway network and pedestrian network within Walberton.

3.15 A review of the available personal injury accident data has been undertaken and does not identify any specific road safety problems with the local highway network that the proposed development would exacerbate.

4.0 EXISTING ACCESSIBILITY

4.1 This section of the Transport Assessment considers the existing accessibility of the site and the modes of transport existing in the area.

Walking

4.2 The main pedestrian access to the site will be from Yapton Lane and can be accessed from the footway already present on the western edge of Yapton Lane.

- 4.3 It is recognised that walking is the most important mode at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. Summarised at Figure 5 are the results of the 2018 National Travel Survey of England, which reveals that the majority (80%) of journeys under one mile (1.6km) are undertaken on foot.

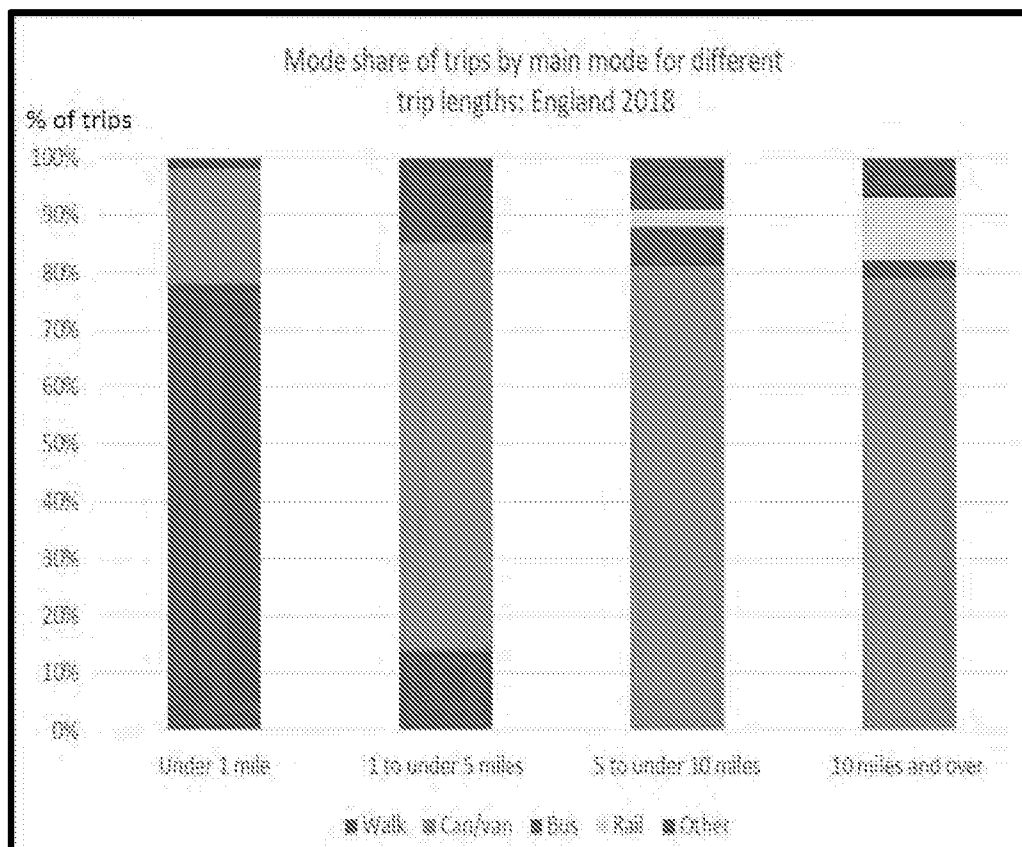


Figure 5: National Travel Survey, England 2018

- 4.4 The 1.6km distance (1 mile) is referenced in the published Chartered Institute of Highways and Transportation (CIHT) guidance "Planning for Walking" 2015, which states:

"Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are

within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive”.

- 4.5 The distance of one mile (1.6km) is not the maximum that people are prepared to walk, not that development must be located within one mile of everything. It is evidence from the National Travel Survey (NTS) data that approximately 15% of journeys between 1 to 5 miles (1.6km to 8km) are undertaken on foot.
- 4.6 As such, providing residential development within an 800m radius of facilities available within Walberton, including a primary school, post office, and eating/drinking establishments, would provide a realistic opportunity for trips to be made using alternative modes of transport, including on foot.
- 4.7 A pedestrian isochrone plan (attached at **Appendix 4**) shows the location of the site in relation to the nearest bus stops and local facilities.
- 4.8 Furthermore, Design Manual for Road and Bridges (DMRB) TA91/05 'Provision for Non-Motorised Users', states in paragraph 2.3 that *'walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within range of up to two miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances'*.

Cycling

- 4.9 Cycling also has the potential to substitute short car trips particularly, those under 5km. A cycle isochrone plan (attached at **Appendix 5**) shows the location of the site in relation to the nearest facilities and local highway network.
- 4.10 Paragraph 2.11 (TA91/05) states that *'cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles'*. DMRB therefore suggests that a catchment of 5miles (8km) should also be considered for those cycling to education, retail and employment uses.
- 4.11 A short section of shared footway/cycleway exists along the eastern side of the mini-roundabout to the north of site, providing a safe route for cyclists around this

junction. it is considered the local highway network is of a suitable and safe standard to encourage cycle use.

Public Transport

Bus Services

4.12 The nearest bus stops (Blacksmiths Corner) are located on Yapton Lane, approximately 70m north of the site. From this location, route '66A/C' services are available Monday – Saturday and '665' school bus services are available on schooldays only.

4.13 Bus stops (The Street), also located on Yapton Lane approximately 170m and 220m north of the site for eastbound and westbound journeys respectively, provide access to route '85/A' services which are available Monday – Friday. A summary of these services is provided in Table 1.

Table 1: Summary of Bus Services

Route No	Route Summary	Mon-Fri			Saturday		
		First	Last	Freq	First	Last	Freq
66A	Bognor Regis - Yapton - Bognor Regis	0741	1813	4/day	1050	1813	3/day
66C	Bognor Regis - Yapton - Bognor Regis	0843	1701	3/day	0843	1701	3/day
85	Chichester - Fontwell - Arundel	0932	1528	3/day	NS	NS	NS
85	Arundel - Fontwell - Chichester	0706	1606	3/day	NS	NS	NS
85A	Chichester - Barnham - Arundel	1321	1708	2/day	NS	NS	NS
85A	Arundel - Barnham - Chichester	1006	1406	2/day	NS	NS	NS
665	Wickbourne - Westergate	0736	0736	1/day	NS	NS	NS
665	Westergate - Wickbourne	1500	1500	1/day	NS	NS	NS

4.14 A plan of local bus routes (attached at **Appendix 6**) shows the location of the site in relation to the nearest bus stops and bus routes.

Rail Services

- 4.15 Barnham Railway Station is located approximately 3.5km southwest of the site and is served by Southern and Great Western Railway services. The station is accessible via a c.10 minute journey on the route '66A/C' and '85A' bus services.
- 4.16 Southern Railway provide direct services to destinations including Bognor Regis, Littlehampton, Portsmouth Harbour, Brighton, Southampton Central and London Victoria. Table 2 gives a summary of the direct rail services available at Barnham Railway Station.

Table 2: Barnham Railway Station Services

Destination	Max. Frequency		Average Journey Time
	Peak	Off-Peak	
Bognor Regis	4/hour	4/hour	5mins
Littlehampton	3/hour	2/hour	10mins
Portsmouth Harbour	3/hour	3/hour	35mins
Brighton	2/hour	2/hour	45mins
Southampton Central	2/hour	2/hour	60mins
London Victoria	4/hour	4/hour	90mins

Summary

- 4.17 In summary, the application site is located within walking and cycling distance of Walberton local facilities and easy access can be gained to the application site via sustainable travel modes.
- 4.18 Bus stops are located on Yapton Lane, providing access to bus services to the surrounding area, rail services and leisure and employment centres.
- 4.19 It is evident that the application site is located in an accessible area and there are genuine opportunities for residents to travel to/from the application site using sustainable modes of transport.



5.0 DEVELOPMENT PROPOSALS

Access

- 5.1 Access to the proposal will be achieved via a new priority T-junction from Yapton Lane as a single point of vehicular access into the site. All dwellings will be accessed from the internal road network.
- 5.2 The WSCC Local Design Guide Supplementary Guidance for Residential Development Proposals provides guidance on access visibility requirements, and paragraph 4.4 states: *'Where development requires access onto the existing highway network, where either the speed limit is 40mph and above or where it is believed vehicle speeds exceed the threshold of 37mph, an automatic speed survey to ascertain the 85th percentile speed will be required'*
- 5.3 As mentioned previously, an ATC survey was conducted to ascertain the speed of vehicles on Yapton Lane across the site access and establish the appropriate visibility splays required. The results of the ATC indicate an 85th percentile speed of 42.5mph for northbound and 44.4mph for southbound traffic.
- 5.4 The aforementioned WSCC document has been considered to determine the commensurate y-dimension in accordance with the LHA's guidance. As such, visibility splays of 2.4m x 125m (to the south) and 2.4m x 120m (to the north) are required to accord with the recorded approach speeds. See **Appendix 7**.
- 5.5 It is evident from the plan at Appendix 8 that the proposed visibility splays can be achieved within the adopted highway and land under the control of the applicant, i.e. they do not require third party land. A copy of the adopted highway boundary in this location is provided at **Appendix 8**.

Parking

- 5.6 Car parking, electric vehicle (EV) charging points and cycle parking will be provided in accordance with the Arun District Council Parking Standards SPD (January 2020).

Car Parking

- 5.7 Appendix 2 of the Parking SPD reveals the site is located in 'Zone 1' and therefore requires a higher provision. Table 3.1 of the aforementioned document sets out the expected level of car parking provision and this is summarised in Table 3, below.

Table 3: Summary of Car Parking Standards

Number of Bedrooms	Car Parking
2	2 spaces/unit
3	2 spaces/unit
4+	3 spaces/unit

- 5.8 Regarding visitor parking, paragraph 3.3 of the SPD states: '*visitor parking will be required to be provided at a ratio of 20% of the total number of residential units*'.

EV Charging Points

- 5.9 Table 2.2 of the aforementioned document sets out the minimum requirements of car parking provision to be provided with active EV charging points and this is summarised in Table 4, below.

Table 4: Summary of EV Charging Points Standards

Year	% of Parking Spaces with Active EV Charging Points	
	Houses with a Driveway and Garage	All Other Developments
2018	100	20
2023	100	30
2028	100	50
2033	100	100

- 5.10 At the time of this Report (2022), the 2018 standards are applicable and 100% of parking spaces for houses with a driveway and garage and 20% parking spaces of all other development will be provided with active EV charging points, in accordance with the LPAs guidance.

Cycle Parking

- 5.11 Table 2.3 of the aforementioned document sets out the recommended levels of cycle parking provision to be provided and this is summarised in Table 5, below.

Table 5: Summary of Cycle Parking Standards

Type	Dwelling Size	Cycle Parking
Houses	1-2 bedrooms	1 space
Houses	3+ bedrooms	2 spaces
Flats	1-2 bedrooms	1 space
Flats	3+ bedrooms	1 space

- 5.12 With regards to the proposed housing mix, the scheme is recommended to provide cycle spaces in accordance with the standards.

Servicing

- 5.13 Servicing of the site will take place from within the site. Swept path analysis of the internal site road layout will be carried out to ensure a refuse vehicle (11.2m long) and fire tender can manoeuvre within the site conveniently and safely, and leave in a forward gear.

- 5.14 Manual for Streets recommends at paragraph 6.8.9 that *“residents should not be required to carry waste more than 30m to the storage point”* and *“waste collection vehicles should be able to get to within 25m of the storage point”*. In this regard, the proposal accords with the recommendations as set out within MfS.

- 5.15 Paragraph 6.7.2 of MfS states: *“The Building Regulation requirement B5 (2000) concerns ‘Access and Facilities for the Fire Service’. Section 17, ‘Vehicle Access’, includes the following advice on access from the highway:*

- *‘there should be a minimum carriageway width of 3.7 m between kerbs;*



- *there should be vehicle access for a pump appliance within 45 m of single family houses;*
- *there should be vehicle access for a pump appliance within 45 m of every dwelling entrance for flats/maisonettes;*
- *a vehicle access route may be a road or other route; and*
- *fire service vehicles should not have to reverse more than 20 m.”*

5.16 The internal access layout will be designed to ensure that all service vehicles will comply with the current guidance.

6.0 TRAFFIC GENERATION

6.1 This section of the Transport Assessment considers the impact of the proposed development in traffic generation terms. For the purpose of this exercise, it has been assumed from the Concept plan that up to 50 dwellings could be accommodated on site.

6.2 To determine the impact of the proposed development in traffic generation terms, the TRICS (7.7.4) database has been reviewed. Trip rates have been calculated based on the following parameters:

- Region England and Wales only (excluding Greater London)
- Sub-land use Mixed Private/Affordable Housing
- Location Neighbourhood Centre
- Period Weekdays
- Size 50 – 150 units
- Dates Surveys between 01/01/12 to 04/09/20 included

6.3 The calculated trip rate and subsequent traffic generation from say 50 dwellings is summarised in Table 6, and the full TRICS output is provided at **Appendix 9**.

**Table 6: Summary of Trip Rate and Traffic Generation**

Time Period	Trip Rate (per dwelling)			Traffic Generation (50 dwellings)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Morning Peak 0800-0900	0.139	0.393	0.532	7	19	26
Evening Peak 1700-1800	0.354	0.191	0.545	17	9	26
Daily Total 0700-1900	2.30	2.37	4.67	110	114	224

- 6.4 Table 6 reveals that a residential development of some 50 dwellings is likely to generate 26 two-way movements during the critical morning and evening peak hour periods. Across the day (12 hours), the proposal is likely to generate 224 two-way movements on the local highway network.

Traffic Distribution

- 6.5 To determine the likely distribution of development traffic onto the local highway network, the 2011 Census Data 'Location of usual residence and place of work by method of travel to work (MSOA level)' has been obtained for 'Arun 003' middle layer output area and applied to the development traffic. Google Maps has been used to determine the likely routes 'driving a car or van' and 'motorcycle, scooter or moped' trips would take between the site and place of work.
- 6.6 The possible development's traffic generation has therefore been distributed utilising a 76:24 ratio to/from Yapton Lane north and south of the site access, as demonstrated in Table 7.

Table 7: Proposed Development Traffic Distribution (Site Access)

	Morning Peak (08:00-09:00)						Evening Peak (17:00-18:00)					
	Arrivals		Departures		Two-way		Arrivals		Departures		Two-way	
Traffic Generation (100 Dwellings)	7		19		27		17		9		26	
Road Arm	YLN	YLS	YLN	YLS	YLN	YLS	YLN	YLS	YLN	YLS	YLN	YLS
76:24 (YLN: YLS) Distribution	5	2	19	5	19	7	13	4	7	2	20	6

YLN = Yapton Lane North, YLS = Yapton Lane South

- 6.7 Table 7 demonstrates that a maximum of 19 two-way movements in the morning peak hour period and 20 two-way movements in evening peak hour period would pass through the Yapton Lane/ The Street Junction to the north.

- 6.8 The proposed development traffic will dissipate further at each junction. To the north, traffic passing through the Yapton Lane/ The Street Junction will be distributed utilising a 89:11 ratio, with 68% of development traffic travelling on Yapton Lane (towards the A27) and 8% travelling on The Street (towards Walberton), as demonstrated in Table 8.

Table 8: Proposed Development Traffic Distribution (Yapton Lane/ The Street Junction)

	Morning Peak (08:00-09:00)						Evening Peak (17:00-18:00)					
	Arrivals		Departures		Two-way		Arrivals		Departures		Two-way	
Traffic Generation To/From North	5		14		19		13		7		20	
Road Arm	YLN	TS	YLN	TS	YLN	TS	YLN	TS	YLN	TS	YLN	TS
89:11 (YLN: TS) Distribution	4	1	13	1	17	2	12	1	6	1	18	2

YLN = Yapton Lane North, TS = The Street

- 6.9 To the south, development traffic will dissipate further at each junction on the local highway network utilising the following ratios:

- Yapton Lane/ Lake Lane – 92:8 (22%/2% of development traffic);
- N End Road/ Ford Lane/ Maypole Lane – 82:18:0 (18%/4%/0% of development traffic); and
- Main Road (West)/ Main Road (East) – 22:78 (4%/14% of development traffic).

7.0 SUMMARY AND CONCLUSIONS

Summary

- 7.1 Bellamy Roberts has been instructed by Land Quest UK (Southern) Ltd. to prepare a Transport Statement in support of a proposed residential development at Yapton Lane, Walberton.
- 7.2 Personal Injury Accident data has been obtained which has shown there to be no safety problem with the existing highway network, that the proposal may exacerbate.

- 7.3 The site is located in an accessible area, and where there are genuine opportunities for residents to travel to/from the application site using sustainable modes of transport.
- 7.4 It has been demonstrated that the proposed access arrangement is safe and suitable to serve the proposed scheme and visibility from the site access can be achieved in accordance with Manual for Streets West Sussex guidance.
- 7.5 An appropriate level of car and cycle parking will be provided, in accordance with the NPPF and the West Sussex Guidance on Parking.
- 7.6 Swept path analysis would demonstrate that the site is suitable to accommodate the size and type of vehicles servicing the site.
- 7.7 A development of up to 50 dwellings (assumed) will result in a negligible level of traffic generated by the site and will be insignificant when dissipated on the local highway network.

Conclusion

- 7.8 It has been demonstrated that:
- There are genuine opportunities for residents and visitors to travel to/from the application site using sustainable modes of transport.
 - The proposed site access would be safe and suitable to serve all users.
 - The parking provision and internal road layout would reflect current national and local guidance.
 - The local highway network can accommodate the traffic generated by the site during peak periods without resulting in a severe residual cumulative impact on the network.

For the reasons set out in this Transport Statement, it is considered that the scheme fully complies with relevant NPPF (2021) and Local Plan policies and is therefore acceptable in transport and highway terms.

APPENDICES

APPENDIX 1

APPENDIX 2

2103 01		WALBERTON											
		MARCH 2021											
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed			
Site No: 10339002	Site 2 - Yapton Lane, Walberton att to T/Pole OSGR - SU 97701 05427	Channel: Northbound	Tue 16-Mar-21	Mon 22-Mar-21	40	13892	2267	1985	45.4	39.0			
		Channel: Southbound	Tue 16-Mar-21	Mon 22-Mar-21							15950	2623	2279

2103 01		WALBERTON									
		MARCH 2021									
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed	
Site No: 10339001	Site 1 - Yapton Lane, Walberton att to tree OSGR - SU 97670 05631	Channel: Northbound	Tue 16-Mar-21	Mon 22-Mar-21	40	14500	2373	2071	42.5	36.3	
		Channel: Southbound	Tue 16-Mar-21	Mon 22-Mar-21							15715

APPENDIX 3



Location: B2132 Yapton Lane, Romsey

Accidents between 2016 and 2020

Summary of Accidents

Year	No	%
2016	1	14.3
2017	4	57.1
2018	1	14.3
2019	1	14.3
2020		
Total	7	100.0%

Month	No	%
Jan		
Feb		
Mar		
Apr	2	28.6
May	1	14.3
Jun		
Jul	1	14.3
Aug	1	14.3
Sept		
Oct		
Nov	2	28.6
Dec		
Total	7	100.0%

Day	No	%
Mon	2	28.6
Tues	2	28.6
Wed		
Thur	2	28.6
Fri		
Sat	1	14.3
Sun		
Total	7	100.0%

Hour Starting	No	%
00:00		
01:00		
02:00	1	14.3
03:00		
04:00		
05:00		
06:00		
07:00		
08:00	1	14.3
09:00	1	14.3
10:00		
11:00		
12:00		
13:00		
14:00	1	14.3
15:00	1	14.3
16:00	1	
17:00		
18:00	1	14.3
19:00		
20:00		
21:00		
22:00		
23:00		
Total	7	100.0%

Severity	No	%
Fatal		
Serious	1	14.3
Slight	6	85.7
Total	7	100.0%

Light Conditions	No	%
Light	5	71.4
Dark/Lit		
Dark/unlit	2	28.6
Total	7	100.0%

Road Surface	No	%
Wet	1	14.3
Dry	6	85.7
Ice/Snow		
Other		
Total	7	100.0%

Casualties	No	%
Car Driver	2	22.2
Car Passenger	1	11.1
M/C	1	11.1
P/C	1	11.1
Ped	1	11.1
HGV		
LGV	2	22.2
PSV		
Other	1	11.1
Total	9	100.0%

Manoeuvre	No	%
Front impact	1	12.5
Rear impact	2	25
Lost control	1	12.5
Failed to G/W	2	25
Side Swipe		
Right turn		
Reversing		
Other	2	25
Total	8	100.0%

Walberton – Bellamy Roberts –

Collision report 01/01/2016 – 31/01/2021

Date produced
01 March 2021

This report is marked as **Official – Sensitive**

- The information included in this report is provided for analysis purposes and is for the exclusive use of the applicant, the information must only be used for the purposes for which it has been obtained.
- The data has been provided by Sussex Police and should not be transmitted to any other person without their consent, including reports for the general public.
- Be aware that any improper disclosure, copying, distribution or use of the contents of this information is prohibited and criminal proceedings may follow.

Sussex Safer Roads
P A R T N E R S H I P

Safer Roads
Safer Communities
Sharing the Responsibility

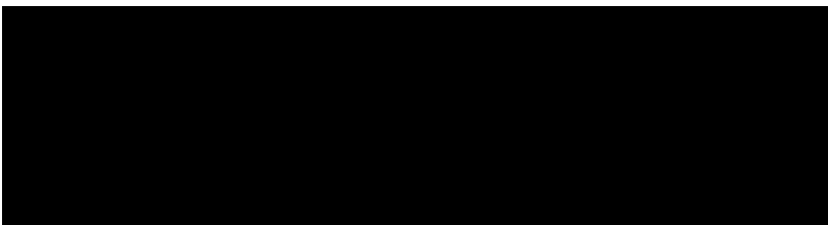
Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

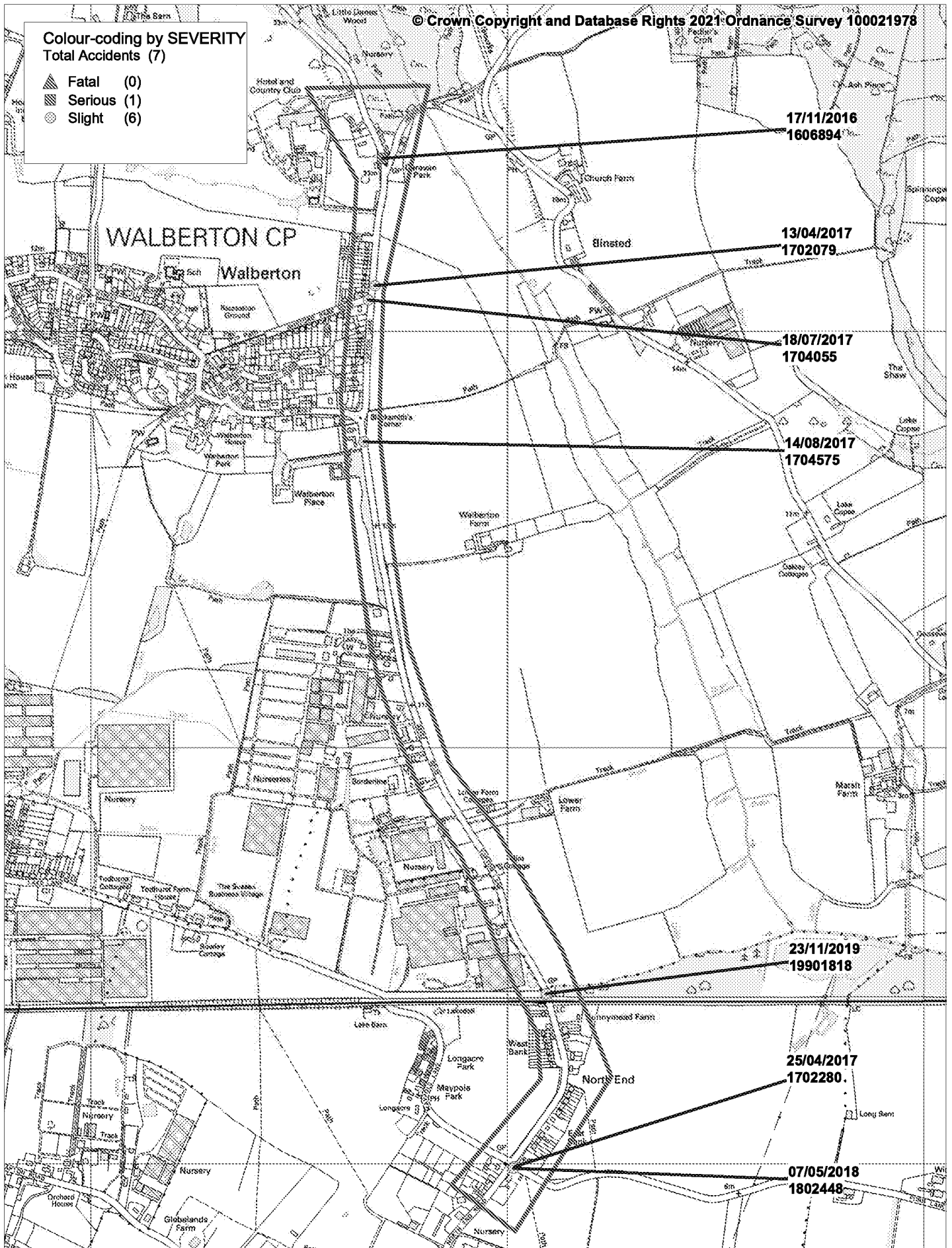
Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:



Colour-coding by SEVERITY
Total Accidents (7)

- ▲ Fatal (0)
- Serious (1)
- Slight (6)



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Sussex Safer Roads
PARTNERSHIP

Yapton Lane, Walberton
Collision Dates 01/01/2016 - 31/01/2021
Bellamy Roberts

SCALE	1 : 12000
DATE	01/03/2021
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/01/2016 to 31/01/2021 (61) months

Selection: Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Mauv	Dir	Class	Sex	Age	Sev
Read No.	Date									
2nd Read No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1702280 Tuesday U FORD LANE ARUNDEL AT
25/04/2017 JUNCTION OF B2132 NORTH END
0805hrs ROAD OUTSIDE JUNCTION
R1: U Daylight:street lights present
R2: B 2132 Dry
E 498,017 Fine without high winds
N 103,993 20 mph

V1 HAD BEEN NORTHBOUND ON NORTH END ROAD & WAS INDICATING RT IN ORDER TO THEN TRAVEL EAST ON FORD LANE
CYCLIST WAS SOUTHBOUND ON NORTHEND RD HAND SIGNALLING LEFT INTENDING TO ALSO TRAVEL EAST ON FORD LANE V1
TURNS IN FRONT OF V2 WHO COULD NOT AVOID IMPAC
T

1606894 Thursday B2132 YAPTON LANE YAPTON AT
17/11/2016 JUNCTION OF U HEDGERS HILL
0242hrs OUTSIDE SWISS COTTAGES
R1: B 2132 Darkness: no street lighting
R2: U Dry
E 497,700 Fine without high winds
N 106,415 40 mph

Causation Factor:

1st: Illegal turn or direction of travel
2nd: Careless/Reckless/In a hurry

Participant:

Vehicle 1
Vehicle 1

Confidence:

Very Likely
Possible

V1 TRAVELLING SOUTH ON THE WRONG SIDE OF THE ROAD, COLLIDES WITH V2 TRAVELLING NORTH.

1702079 Thursday U YAPTON LANE WALBERTON 100M
13/04/2017 SOUTH OF U BINSTAD LANE
1429hrs
R1: U Daylight:street lights present
E 497,682 Dry
N 106,109 Fine without high winds
30 mph

Causation Factor:

1st: Following too close

Participant:

Vehicle 1

Confidence:

Very Likely

V2 TRAVELLING SOUTH. V1 TRAVELLING SOUTH COLLIDED WITH THE REAR OF V2.

Details of Personal Injury Accidents for Period - 01/01/2016 to 31/01/2021 (61) months

Selection: Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Read No.	Date									
2nd Read No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1704055 Tuesday B2132 YAPTON LANE WALBERTON Veh 1 Car Turning right W to S
18/07/2017 AT JUNCTION OF U AVISFORD PARK Veh 2 M/C < 125 cc Going ahead S to N Dri F 23 Slight
R1: B 2132 0938hrs ROAD OUTSIDE AT JUNCTION Veh 3 Car Parked 0 to 0
R2: U Daylight:street lights present
E 497,666 Dry
N 106,075 Fine without high winds
40 mph

Causation Factor: Participant: Confidence:
1st: Careless/Reckless/In a hurry Vehicle 1 Possible
2nd: Failed to look properly Vehicle 1 Possible
V1 EMERGING FROM SIDE ROAD ON TO MAIN ROAD WITH VIEW OBSCURED BY PARKED VAN (V3), EDGED OUT IN TO THE PATH OF V2 MOTORCYCLE WHICH HAD RIGHT OF WAY.

1704575 Monday B2132 YAPTON LANE WALBERTON Veh 1 Goods < 3.5t Going ahead N to S
14/08/2017 AT JUNCTION OF U ENTRANCE TO Veh 2 Car Wait go ahead held N to S Dri F 30 Slight
R1: B 2132 1510hrs DM CHAINSAWS OUTSIDE OPP DM Veh 2 Car Wait go ahead held N to S RSP F 4 Slight
R2: U Daylight:street lights present Veh 3 Car Turning right N to W
E 497,655 Dry
N 105,734 Fine without high winds
30 mph

V2 WAS STATIONARY IN TRAFFIC BEHIND SOME VEHICLES, ALL WAITING FOR A VEHICLE AHEAD TO TURN RIGHT. V1 HAS DRIVEN INTO THE REAR OF V2. DETAILS WERE EXCHANGED AT THE SCENE

1802448 Monday U FORD LANE YAPTON AT Veh 1 Car Going ahead E to W Ped M 52 Slight
07/05/2018 JUNCTION OF B2132 NORTH END
R1: U 1821hrs ROAD OUTSIDE AT JUNCTION
R2: B 2132 Daylight:street lights present
E 498,015 Dry
N 103,989 Fine without high winds
40 mph

Causation Factor: Participant: Confidence:
1st: Impaired by alcohol Vehicle 1 Very Likely
2nd: Passing too close to cyclist, horse rider or pedestrian Vehicle 1 Very Likely
V1 WAS TRAVELLING WEST ON FORD LANE, ON THE APPROACH TO THE JUNCTION OF NORTH END ROAD V1 CLIPPED A PEDESTRIAN STOOD AT THE SIDE OF THE ROAD CAUSING SLIGHT INJURY.

Details of Personal Injury Accidents for Period - 01/01/2016 to 31/01/2021 (61) months

Selection: Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Read No.	Date									
2nd Read No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

19901818 Saturday YAPTON LANE (B2132) AT Veh 1 Going ahead S to N Dri M 29 Slight
23/11/2019 JUNCTION WITH LAKE LANE Veh 2 Car Wait go ahead held N to S
R1: B 2132 1625hrs
R2: U Darkness: no street lighting
E 498,093 Wet/Damp
N 104,408 Raining without high winds
30 mph

Causation Factor: Participant: Confidence:

1st: Travelling too fast for conditions Vehicle 1 Very Likely

QUAD BIKE AQUAPLANED AND RIDER CAME OFF AND HIT A STATIONARY VEHICLE

APPENDIX 4



ERROR: ioerror
OFFENDING COMMAND: colorimage

STACK:

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