

From: Simon Davis
Sent: 22 March 2019 10:22
To: Planning.Responses
Subject: FW: Y/103/18/PL - Proposed Crematorium north of A259, Yapton - OBJECTION

Objection letter (please include attachment)

Kind Regards

Simon J Davis MRTPI | Principal Planning Officer, Planning Department, Directorate of Place, [Arun District Council](#) |
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Please note that I typically work from home on Thursdays when I am unreachable on my work phone

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Save the environment - think before you print.

From: [REDACTED]
Sent: 21 March 2019 16:52
To: Simon Davis <Simon.Davis@arun.gov.uk>
Cc: [REDACTED]
Subject: Y/103/18/PL - Proposed Crematorium north of A259, Yapton - OBJECTION

Dear Mr Davis

I am aware that you have accepted cycle traffic data from the applicant and it also appears that WSCC Highways Consultation has relied on those figures.

I have to fully agree with Mr Christopher S Cooper's remarks contained in his letter dated 6 March 2019 that the cycling survey is irrelevant.

Before the cycleway was constructed West Sussex County Council employed traffic consultants, CH2MHill, to provide a 34 page analysis of the viability of the cycleway to support a funding application to the Coast to Capital Local Transport Body.

Contained within that is detailed analysis of cycle volumes. That report indicated that cycle journeys will increase by 30% over the first three years and that there are likely to be 88,000 trips per annum along the route within 3 years. Given that the cycleway has not yet been open for a year, any figures produced today will not have any bearing on reality in 3 years' time. (See attachment)

It is therefore essential that the WSCC Highways Consultation is revisited using the 88,000 trips per annum estimate and that you obtain a full copy of the report from WSCC for your own analysis

I raised this matter directly with the County Councillor for the Middleton Division yesterday and I am copying this email to her and the WSCC Cabinet Member for Highways & Transport to ensure appropriate action is taken.

Yours sincerely

D F Allsopp
10 Chalfont Close
Middleton-on-Sea

*Coast to Capital Local Transport Body
Funding Application Supporting Document*

**National Cycle Network 2:
Section 5
(Littlehampton to Bognor Regis)**

Prepared for
West Sussex County Council

December 2014

CH2MHILL

Elms House
43 Brook Green
London W6 7EF

Table 12 Forecast accident reduction and monetised savings

Pedestrian	Number of accidents over 5 years	Forecast number of accidents over 60 years	Forecast reduction in accidents	Value of one accident reduced	Total value of accidents reduced over 60 years (rounded to nearest 1000)
Slight	1	12	-1.29	£22,153.94	£23,000
Serious	-	-	-	-	-
Fatal	-	-	-	-	-
Total	1	12	-1.29	£22,153.94	£23,000
Cyclist accidents	Number of accidents over 5 years	Forecast number of accidents over 60 years	Forecast reduction in accidents	Value of one accident reduced	Total value of accidents reduced over 60 years
Slight	3	35	-15.93	£22,153.94	£353,000
Serious	1	12	-5.31	£210,655.45	£1,119,000
Fatal	-	-	-	-	-
Total	4	48	-21.24	£232,809.39	£1,471,000
Sum Total	5	60	-22.53	£254,963.33	£1,500,000

Source: CH2M HILL (2014) Analysis of West Sussex County Council (13-November-2014) Full Details Report Summary - A259 Yapton 5yr PIA to 30 Sept 14

Encouraging sustainable travel (modal shift)

The scheme will encourage sustainable travel. Through improved access (see Section 8), journey quality, connectivity and reduced accidents, cycling and walking will become a more viable and attractive option locally. In addition to increase cycle trips there will be reduced car trips. The modal shift to more sustainable modes of transport can be measured quantitatively through an increase in the number of cycling trips and reduced distance travelled by car. It has been possible to broadly estimate the increase in cycling that may occur. However due to a lack of local data and comparator studies it has not been possible to estimate the growth in walking. Despite this, it is expected that there will be some increase in walking.

a. Increase in number of cycle trips

Comparator studies have been used to estimate the potential growth in cycling that may occur as a result of the scheme. An example provided by WebTAG in the Active Mode Appraisal guidance estimates the growth of a cycle trips resulting from a cycling scheme to be 51%.²⁵ A relatively similar scheme that was carried out in Hull found the impact to approximately 20-30% over 3 years. A conservative estimate of 30% over three years has been used for this project. The current cycling trips along the stretch of A259 has been identified using the 2011 Census Mode Share data (for Bognor Regis, Littlehampton, Yapton and Arun District) provided to CH2M HILL by West Sussex County Council. The current number of daily cycle journeys along the stretch of road was 206 in 2011, annually this is equivalent to approximately 68,000 cycle trips²⁶. Based on the assumption that there will be a 30% increase in cycle trips over the first three years as a result of the scheme, there are likely to be 88,000 trips per annum along the route within three years of operation. This equates to approximately 41,000 additional trips over the first three years (assuming that there will be a gradual ramp up to the 30% increase).²⁷ Assuming that this rate then

²⁵ DfT (2014) WebTAG Active Mode Appraisal

²⁶ The annual estimate is based on 206 trips occurring for 330 days -- from DfT Traffic Counts 2014

²⁷ The increase to 30% more cyclists in year three of operations assumes a gradual increase to this point, i.e. 10% increase from baseline in year 1; 20% increase from baseline in year 2; 30% increase from baseline in year 3.