

Wilbar Associates Ltd

**Proposed Crematorium Highway Improvements
Grevatt's Lane West, Bilsham, Yapton, West Sussex**

Review of Transport Statement
19th September 2019

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1.0 INTRODUCTION

- 1.1** Planning application Y/103/18/PL refers to the construction of a new crematorium facility on land adjacent to Grevatt's Lane West near the village of Bilsham, West Sussex. The application includes for the construction of a new junction at the southeast end of Grevatt's Lane West with the A259 Grevatt's Lane and the widening and improvement of approximately 400m of Grevatt's Lane West from the new junction to the entrance of proposed crematorium.
- 1.2** As part of the planning application a Transport Statement (TS), prepared by Paul Basham Associates (PBA) following discussions with West Sussex County Council (WSCC) highways officers, was submitted to Arun District Council (ADC) in February 2019.
- 1.3** In August 2019 ADC engaged Wilbar Associates Ltd to review the PBA Transport Statement and prepare a report of that review. This document is aimed at reviewing the contents of that document but has not examined or verified the compliance of the overall design with relevant standards or criteria.

2.0 SUMMARY

- 2.1** The need and location suitability for such a facility would be for the planning authority to decide. Having reviewed the proposals from a highways perspective we do not feel that the provision of the facility would adversely affect the public highway. However, it is felt that that the proposals in relation to pedestrian and cycle access should be reviewed.

3.0 REVIEW REPORT

The Transport Statement submitted by PBA discusses the relevant highway issues and provides data on current and potential traffic movements. The following paragraphs highlight the parts of the statement which we consider require further consideration.

Note: the following comments reference the relevant paragraphs in the Transport Statement as TS X.X

- 3.1** TS 2.10 – The stated average weekday westbound flow on the A259 of 18,627 appears to be incorrect and perhaps indicates the total 2-way daily average flow taken in 2018. Speed and flow data from a permanent WSCC traffic counter, on the A259 adjacent to Grevatt's Lane West, for early July 2019 indicates an average daily flow westbound of 11,953 and eastbound 11,504. The WSCC data also indicates the 85thile speeds as 54.4mph w/bound and 55.6mph e/bound. The e/bound speed is slightly higher than given in the TS.

- 3.2** TS 2.12, 2.15 and 5.9 – Refer to walking and cycling access to the proposed site however it is not felt that the draft proposals adequately address such access by visitors. The existing access track from Bilsham Road (see TS Photograph 1) appears to show an

unmade track which would likely be hazardous to pedestrians. In TC Appendix B 'Pre-Planning Application' this track is discussed and in the 'Sustainability' section a site visit in inclement weather was suggested to consider if the existing track would be suitable for pedestrians. It is not clear if this has been undertaken or a conclusion made. TS 5.9 recognises that pedestrians may also access via the A259 but no facilities for pedestrians from the A259 have been included in the design.

3.3 TS 3.6 – Refers to the narrowing of Grevatt's Lane West just to the west of the proposed new site access and the design drawing PBA drawing 128.001.007 Rev D also shows the provision of a bollard within this narrowing. There is also a farm gate at the wet end of the unmade section of Grevatt's Lane West. Both of which will act as deterrents to the use of Grevatt's Lane West as a through route by motorised vehicles between the A259 and Bilsham Road. Consideration will need to be given to who and how will control these facilities.

3.4 TS 3.12 - Refers to a Stage 1 Road Safety Audit report which is dated February 2019 which did not raise any concerns. A new RSA 1 was undertaken in September 2019 which highlighted a small number of issues.

3.5 TS 3.21 – Refers to the shared use path along the A259. As indicated in 3.1 above a WSCC counter is now in place which also monitors cycles on the path. The counter suggests an average 2-way flow of 205 cycles per day which appears to suggest a significantly higher usage than that recorded in TS Appendix G. It is not felt that these revised numbers require a change to the proposed junction design. *Note the cumulative totals shown in the A259 Grevatts Lane Sun 10th Feb 2019 Users of Shared Facility table appear to be incorrect.*

3.6 TS 3.22 Refers to the generated trips for services and staff. The section also refers to the 'remembrance court' however we are unclear if this an area for the spreading of ashes which would likely have an increasing visitor demand over time. Such a remembrance space would also likely be used by older people with more reliance on public transport.

3.7 TS 3.36 – It is proposed to provide 6 cycle parking spaces for staff. It is recognised within the TS that some visitors may arrive by cycle therefore would additional cycle parking be appropriate.

3.8 TS 5.9 – Suggests that 'the majority' of users would reside in the Littlehampton or Bognor Regis area each approx. 3 ½ miles from the proposed site. We would suggest that a significant number of mourners at a service are likely to travelling 5+ miles to attend with extended families coming from much further afield. No doubt should this development proceed adequate travel information would be provided as part of the service arrangements and on-line.

3.9 The provision of a new open junction with the A259 and the making up of the access road to the proposed facility are likely to encourage cyclists and pedestrians to use Grevatt's Lane West as a route between Bilsham Lane and Grevatt's Lane. This is likely to

add to the overall usage Grevatt's Lane West and should be borne in mind when considering improved facilities for such users in the overall design.

Report prepared by Len Holloway and Phil Henty, Wilbar Associates

Signed:



Date: 19th September 2019

Signed:



Date: 19th September 2019

Appendix A - Supplied Documentation

PBA Transport Statement 128.0001/TS/6 February 2019

PBA Transport Statement 128.0001/TS/6 Appendices D - J

GM Traffic Consultants Stage 1 Road Safety Audit February 2019

Plincke landscape plan 0524-DR-100

OS Location Plan 1176 1000

PBA drawing 128.001.007 Rev D