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THE REDWOOD PARTNERSHIP

PROPOSED
RESIDENTIAL DEVELOPMENT

SHOPSDAM ROAD
LANCING
WEST SUSSEX
BN15 8ES

TRANSPORT STATEMENT

PARTNERS
P McLaughlin BSc CEng MICE MIHT, M O Rogers MIHT

C O N T E N T S

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1.0 INTRODUCTION

1.1 The Redwood Partnership have been retained by Mr A Black to produce a Transport Statement on proposals for residential development at Shopsdam Road, Lancing, BN15 8ES.

1.2 The Transport Statement will measure and assess the highway and transportation effects of the development proposals on the surrounding highway network and assess the sustainability of the development proposals against local and national guidelines. The Transport Statement has generally been undertaken in accordance with "Guidelines on the Production of Traffic Impact Statements" produced by the Institution of Highways and Transportation

1.3 The Transport Statement considers the following issues:-

- The nature and scale of the development proposals
- Existing conditions and patterns of movement within the study area
- The study area and the scope of the Transport Statement
- The site access arrangements
- The general needs of traffic, pedestrians and cyclists in and around the site
- Public transport provision and accessibility in the vicinity of the site

1.4 The Authority responsible for highways and transportation issues within the study area is the West Sussex County Council, who also have responsibilities on highway development control issues relating to the site.

1.5 The Transport Statement has been prepared in support of a detailed planning application and should be read in conjunction with other submitted planning documents, in particular the architectural plans submitted by Urban View Architecture. A reduced copy of some of the application drawings are enclosed in Appendix A.

2.0 EXISTING HIGHWAY

2.1 The site is located adjacent to Lancing Beach on Shopsdam Road, an unmade private road approximately 100 metres long which connects at its northern end to the A259 Brighton Road. The A259 Brighton Road is a principal coast road connecting Worthing in the west with Shoreham and Brighton in the east. A plan of the existing site and locality is shown in Figure B1 (Appendix B).

2.2 The site consists of a single bungalow with garage opposite located adjacent to the beach with access from Shopsdam Road. Shopsdam Road serves two other residential properties on the west side, the sailing club together with a business on the Brighton Road frontage. Photo 2.1 shows the existing junction of Shopsdam Road with the A259 Brighton Road.

Photo 2.1 Shopsdam Road Junction



2.3 Photos 2.2 and 2.3 shows Shopsdam Road which is an unmade road and is unadopted.

Photo 2.2 Shopsdam Rd looking north



Photo 2.3 Shopsdam Rd looking south



2.4 Vehicles were observed to be parking on Shopsdam Road (Photo 2.3) reducing access width for vehicles, cycles and pedestrians.

2.5 The A259 Brighton Road has footways on both sides of the carriageway and a Puffin traffic signal controlled pedestrian crossing is located approximately 20 metres to the east of the Shopsdam Road junction providing easy access to bus stops on the north side of the Brighton Road.

2.6 The A259 Brighton Road has a 30 mph urban speed limit. The Department for Transport publication, Manual for Streets (MfS) provides criteria for sightlines at road junctions and to enable drivers emerging from a non-priority access to see and be seen by drivers proceeding along the priority road, unobstructed visibility is required. The distance back along the minor arm (into the site) is known as the X distance and is normally measured back from the give way line along the centre of the access.

2.7 The Manual for Streets states that an X distance of 2.4 metres should normally be used in most built up situations, as this represents a reasonable maximum distance between the front of the car and the driver's eye, however guidelines issued by West Sussex County Council allow for the reduction in the X distance to 2.0m in certain situations where the minor road serves less than 10 properties.

2.8 A further dimension known as the Y distance represents the distance that a driver who is about to exit from the minor arm can see to his left or right along the main road. For simplicity it is measured in both directions along the nearside kerb, although vehicles will normally be travelling at a distance from the kerb. The Manual for Streets suggests that the Y distance should be based upon values for stopping site distance (Table 7.1 within the Manual for Streets).

2.9 To determine the actual design speed of traffic on the A259 Brighton Road, a traffic speed survey was undertaken on Wednesday 9th January 2008. The speed survey was located at the junction of Shopsdam Road and the A259 Brighton Road and measured 100 vehicle traffic speeds along the A259 Brighton Road in both directions. The resultant 85 percentile wet weather speed was measured as 30mph for westbound traffic towards Worthing and 29mph for eastbound traffic towards Shoreham suggesting a minimum Y dimension according to MfS of 43 metres. The results of the speed survey are enclosed in Appendix C.

2.10 Photos 2.4 and 2.5 show the visibility at the site egress to the left and right respectively.

Photo 2.4 Visibility to left at site egress



Photo 2.5 Visibility to right at site egress



2.11 The site egress visibility splay of 2.0 x 43.0 metres is shown on Drawing 2736-100 (Appendix A). The visibility to the left is sufficient to achieve the required standard (Photo 2.4). The visibility to the right is also achievable but slightly restricted due to the positioning of the traffic signal controller for the puffin pedestrian crossing (Photo 2.5). During the original installation of the traffic signal controller by West Sussex County Council the safety implications of traffic leaving Shopsdam Road would have been assessed. Clearly the location of the controller was not considered to be a safety hazard for traffic leaving Shopsdam Road.

2.12 Drawing 2736-100 shows that the line of visibility passes in front of the controller to a point on the nearside kerb. In practice the nearest vehicle to the kerb travelling at speed would be a motorcycle which would not be travelling on the kerbline but would be approximately 1.0 metre from the kerb. The effect of this in practice would be to improve the vehicle visibility to the right.

Existing Public Transport – Bus Services

2.13 The walk distances from the nearest bus stops to the site entrance compares favourably with walk distances suggested in IHT's "*Guidelines for Planning for Public Transport in Developments"* which states: "*new developments should be located so that public transport trips involve a walking distance of less than 400 metres from the nearest bus stop"*. The footways between the site and the bus stops are sufficiently wide and are level.

2.14 Table 2.1 shows the level of bus services available to residents of the development site and indicate a good level of service to Worthing, Shoreham and Brighton beyond.

Table 2.1 Brighton Road Bus Service Frequencies

Bus Route No.	Frequency (minutes)			Route
	Mon - Fri	*Sat*	*Sun*	
700	30	60	60	Arundel – Worthing - Brighton
109	1/day (wed)	1/day	-	Lancing – Bramber – Steyning - Horsham
162	60	-	-	Worthing - Lancing

2.15 The bus service routes and bus stop locations are shown in Figure B1. Three bus stops are located on the A259 Brighton Road near to the site. Walk distances to bus stop A, B and C are 120 metres, 240 metres and 170 metres respectively and are well within the maximum walk distances suggested by the IHT guidelines. Bus stops B and C can be accessed using the existing puffin traffic signal crossing approximately 20 metres from

Shopsdam Road. All bus stops have the benefit of bus shelters.

Existing Cycle Facilities

2.16 A cycle route forming part of the National Cycle Network Route No. 2 passes the southern end of the development site and is within a traffic free route adjacent to the beach. Cycle route No.2 links Shoreham to Worthing. Photo 2.6 shows the cycle route adjacent to the brick boundary wall at the corner of the site and provides an excellent east/west cycle route connection with the site.

Photo 2.6 Cycle Route NCN 2



2.17 There are no dedicated cycle lane facilities within the main carriageway of the A259 Brighton Road and cycle access to routes to the north would have to be made on-carriageway, however carriageway widths are sufficiently wide for cycle usage.

Traffic Accident Records

2.18 A request was made to West Sussex County Council for the recorded traffic accident record in the location of Shopsdam Road and the A259 Brighton Road. The traffic accident record (Appendix D) shows six accidents with a slight severity along the A259 Brighton Road in the area of the site. None of the accidents occurred at the junction of Shopsdam Road.

3.0 DEVELOPMENT PROPOSALS

3.1 The development proposals are for 3No. Three bed houses within the site replacing the existing property (Appendix A). Access to the development is via the existing junction of Shopsdam Road and the A259 Brighton Road. The development will provide parking for two cars for each house on the north side of each property. Property No.3 (nearest to the beach) will have the benefit of the ownership of an existing garage opposite property No.2.

3.2 A low wall will be constructed on the north side of the car parking areas on exit to improve vehicle/pedestrian safety onto Shopsdam Road and off-street parking for the new development will remove the likelihood of car parking on Shopsdam Road which is currently taking place (Photo 2.2).

3.3 The development proposals will provide a nett increase of two properties accessing the site from Shopsdam Road.

Car Parking

3.4 Sussex County Council's car parking standards are contained in Supplemental Planning Guidance adopted November 2003 for C3 Dwellings. The Council's car parking standard for C3 Dwellings suggests a maximum of 2 car parking space per three bed dwelling.

3.5 The development proposals include a parking provision for two car parking spaces per dwelling and is not in excess of the Council's parking standards. A separate garage is available for house No.3.

Cycling

3.6 West Sussex County Council Cycle Parking Standard requires 2 cycle parking space per three bed unit (Supplementary Planning Guidance adopted by West Sussex County Council November 2003). The cycle parking should be sheltered and secure.

3.7 The location of the development site is well placed to encourage cycling as a mode of travel by providing adequate, secure and covered facilities. The development proposals will provide secure and covered storage areas for two cycles each for houses No 1 and 2. Cycle storage for house No.3 will be available within the detached garage opposite and therefore no specific cycle storage provision for house No.3 has been made.

Safety Audit

3.8 A stage 1 safety audit has not been carried out on the scheme as the site access will be subject to minimal additional traffic by the nett addition of two residential units; traffic accident records have not highlighted a safety problem at the existing Shopsdam Road junction and no new works are proposed on the public highway.

4.0 POLICY GUIDANCE

Transport Policy

4.1 This Section examines transport policies at a national and local level as they relate to the residential proposals at Foxley Lane.

4.2 Transport planning policy and guidance that is relevant to the proposed development is set out in the following documents:

i) PPG13 - Transport
ii) West Sussex County Council Structure Plan 2001 -2016

4.3 The common themes running through these documents are:

- Promoting sustainable transport alternatives to the private car, particularly healthy alternatives such as walking and cycling, but also including bus travel which is less environmentally damaging than the equivalent car trips;
- Promoting brownfield development as a sustainable alternative to out of town development in order to reduce the need for, and length of, car trips and to promote healthy alternatives to the car.

4.4 The proposals have been reviewed in the light of current planning and transport policy and support policy objectives by developing on a brownfield site adjacent to a good level of public transport infrastructure.

PPG13 – Transport

4.5 PPG13 provides government guidance on transport issues particularly as they relate to transport planning. The objectives of the guidance are to reduce the growth in the length of motorised journeys; encourage alternative means of travel, which have less environmental impact and tend to reduce reliance on the private car.

4.6 The PPG13 guidance note states that Local authorities should:

"Not require developers to provide more spaces than they themselves wish". **The site's car parking provision meets West Sussex County Council's residential parking standards**;

West Sussex County Council Structure Plan 2001 -2016

4.7 Travel Needs and Policies – Policy DEV4 states:

"Development should not be permitted unless: the travel needs it generates are met; where possible, it reduces the need to travel, it achieves safe and convenient access by a choice of means of travel; it encourages and enables an increase in walking, cycling and the use of passenger transport; and the number and impact of motorised journeys is minimised." **The site is located close to pedestrian and cycle routes and public transport bus services providing a realistic choice of means of travel and encouraging alternatives to the motor car.**

5.0 CONCLUSIONS

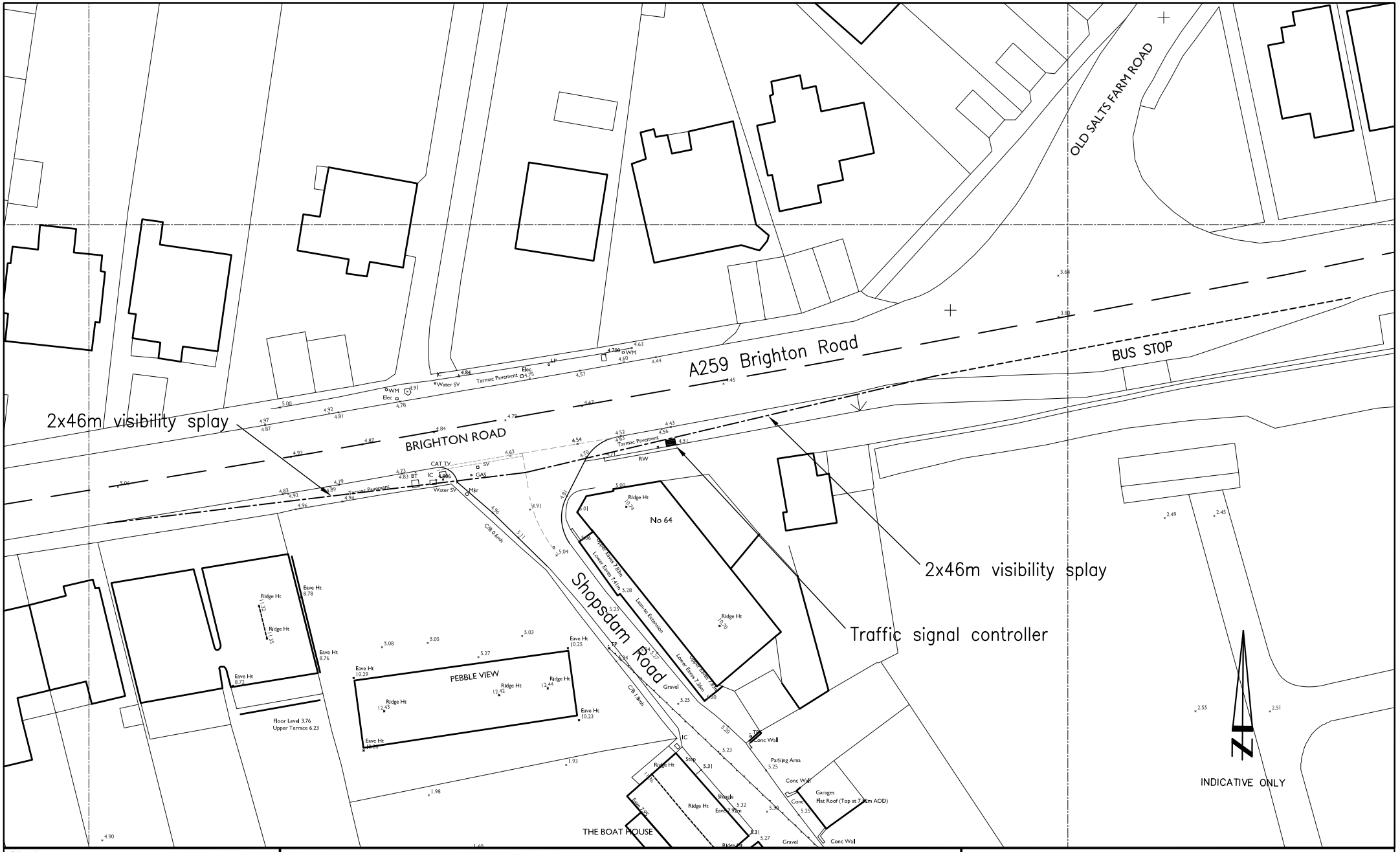
5.1 National, strategic and local policy objectives are to promote the development of brownfield sites and encourage investment in them; to reduce dependence on the private car by locating development in areas where people have a choice of alternative modes of transport such as bus, cycle or walking. The location of the development in Shopsdam Road with good public transport accessibility provides this alternative choice.

5.2 The existing site consists of a single detached property which is intended to be replaced by three 3 bed houses. Currently cars access the site via the existing junction of Shopsdam Road and the A259 Brighton Road. This access location will remain unchanged and has been shown to have adequate visibility.

5.3 The development provides car parking in accordance with West Sussex maximum parking standards of two spaces per house within the curtilage of the site. The proposals will remove the need for cars to park on Shopsdam Road which currently occurs. To encourage cycling the development provides cycle storage space for two bicycles for two of the houses in accordance with the cycle parking standards. The third house has the benefit of a detached garage which can be used for cycle storage.

5.4 The proposals have been reviewed in the light of current planning and transport policy and are fully compliment policy objectives. The location of the residential development will have the effect of reducing the length of motorised journeys. The transport, parking and access arrangements proposed within the application strike an appropriate balance between providing for access by the private car without placing undue safety concerns on the surrounding highway network.

APPENDIX A



Client	**Scheme**	RESIDENTIAL DEVELOPMENT AT SHOPSDAM ROAD			
MR A BLACK	**Drawing Title**	SHOPSDAM ROAD HIGHWAY VISIBILITY			
	Drawn PMcL	**Scale** 1:500	**Sheet** A4	**Date** JAN 2008	**Drawing No.** 2736–100

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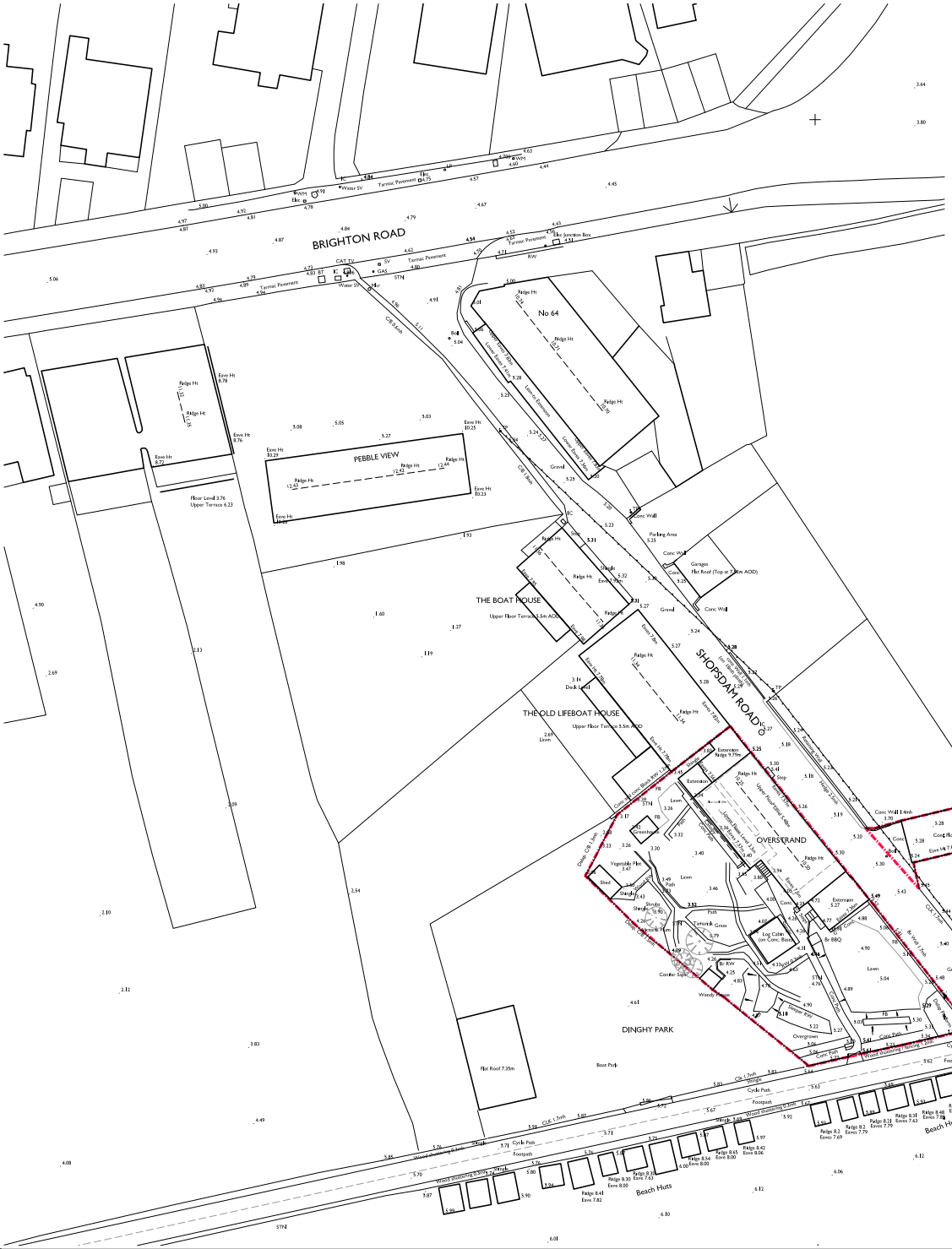

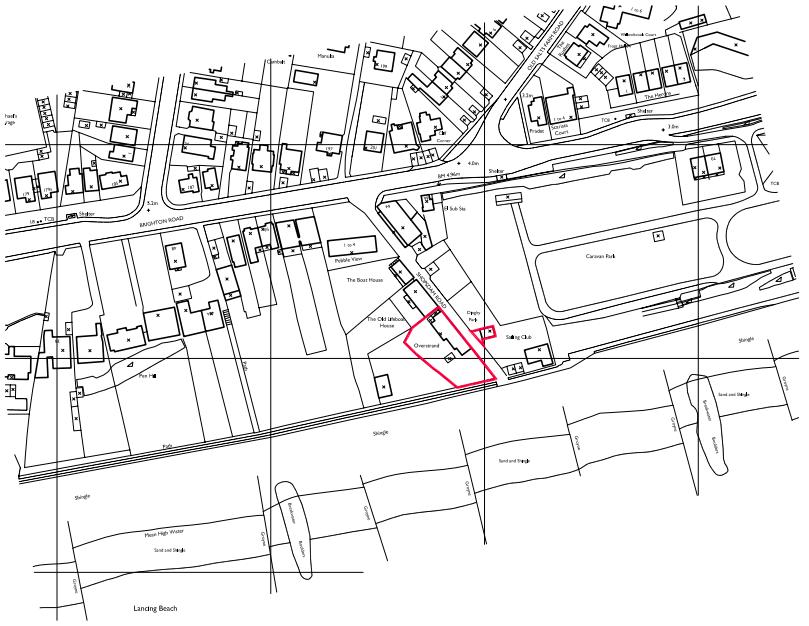

OS BLOCK PLAN, 1:1250 @ A1, 1:2500 @ A3

EXISTING SURVEY, 1:250 @ A1, 1:500 @ A3 (CHECK SCALE BAR)

IMPORTANT

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Revision	Date
A	19/06/07

CYCLE PATH ADDED

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Project
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SHOPSDAM ROAD,
LANCING.

Drawing Title
PLANNING:
EXISTING SITE
SURVEY AND
OS BLOCK PLAN

Scale	Drawn by
AS SHOWN	DB
Date	Checked by
08/11/06	HD
Drawing Number	Revision
1117-P-01	A



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Revision. Date

- -
- -

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Project

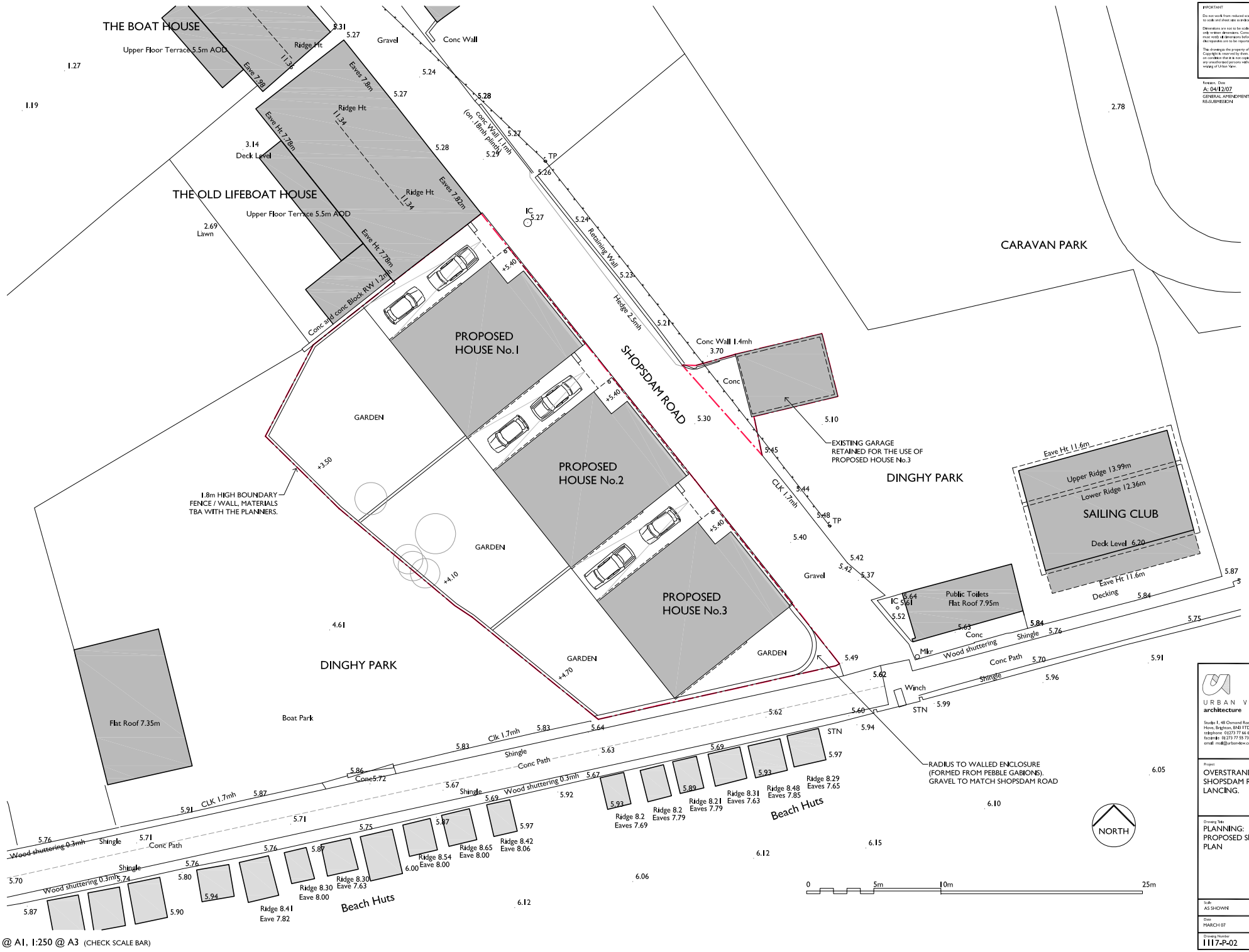
OVERSTRAND,
SHOPSDAM ROAD,
LANCING.

Drawing Title

PLANNING:
HIGHWAYS
SUPPLEMENTARY
INFORMATION

Scale	Drawn by
AS SHOWN	DB
Date	Checked by
19/06/07	HD
Drawing Number	Revision
1117-P-21	-

PLAN, 1:250 @ A1, 1:500 @ A3 (CHECK SCALE BAR)



PLAN, 1:125 @ A1, 1:250 @ A3 (CHECK SCALE BAR)

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Revision	Date
A	04/12/07

GENERAL AMENDMENTS FOR RE-SUBMISSION

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Project
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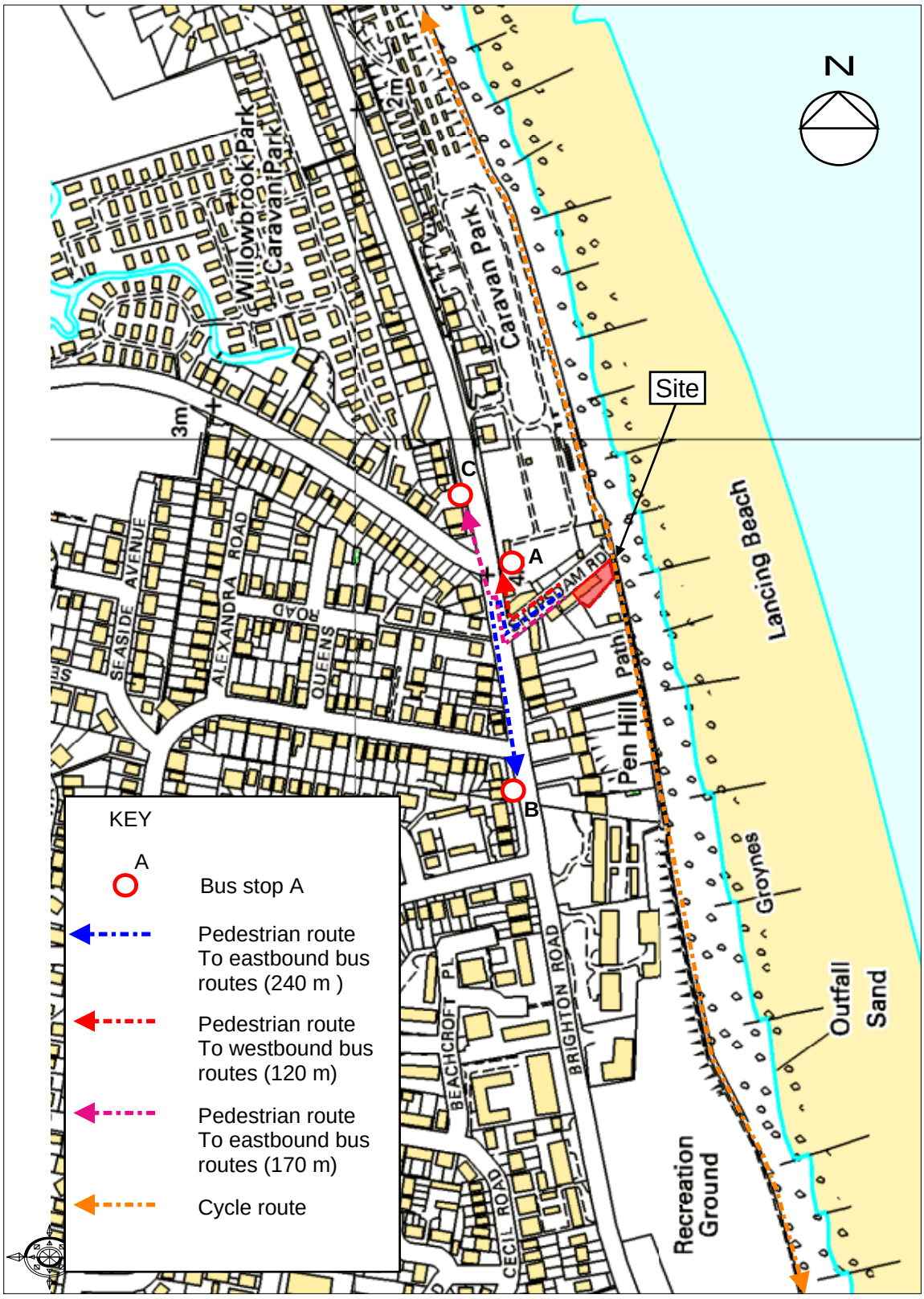
Drawing Title
PLANNING: PROPOSED SITE PLAN

Scale	Drawn by
AS SHOWN	DB
Date	Checked by
MARCH 07	HD
Drawing Number	Revision
1117-P-02	A

APPENDIX B



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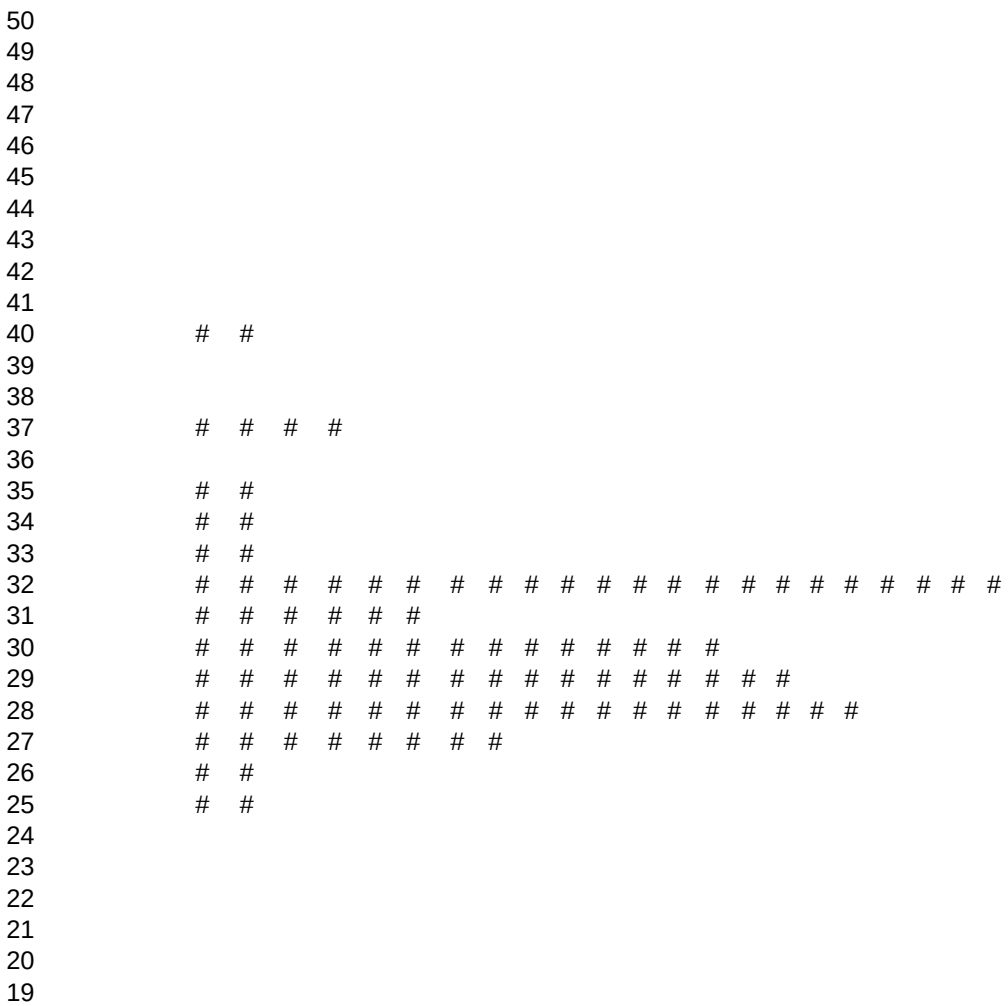
Proposed Development at Shopsdam Road, Lancing, BN15 8ES
Site Location Plan and Local Transport Facilities

FIGURE B1

APPENDIX C

The Redwood Partnership -Site Speed Survey S1

Scheme: Development at Shopsdam Road, Lancing, West Sussex, BN15 8ES
Ref: 2736
Location: Shopsdam Road Junction eastbound traffic towards Shoreham
Date: Wednesday 9th January 2008
Time: 14:00 -14:30hrs
Weather: Dry
Classification: All vehicle speeds



85 percentile speed = 32 mph
Deducting 3 mph for wet weather, therefore design speed = 29 mph

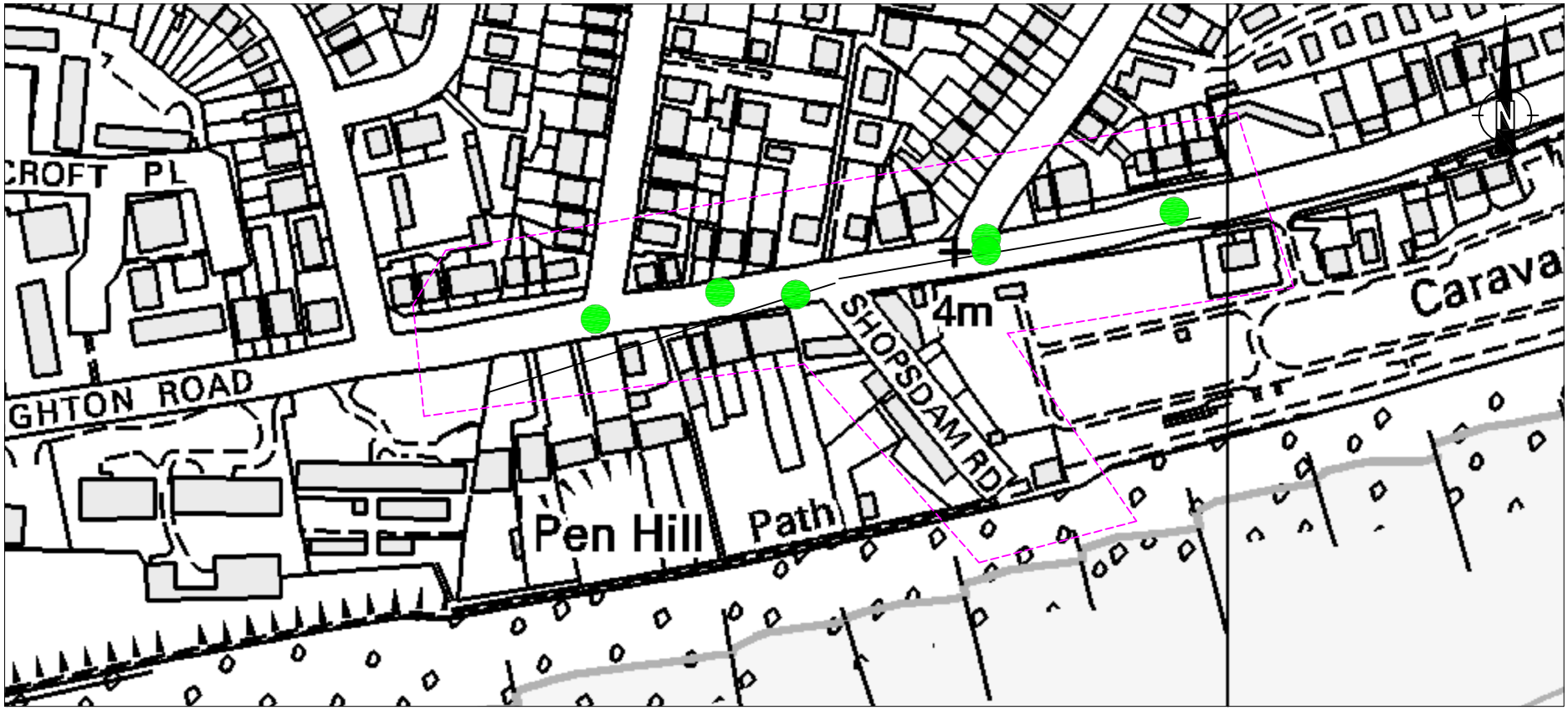
The Redwood Partnership -Site Speed Survey S2

Scheme: Development at Shopsdam Road, Lancing, West Sussex, BN15 8ES
Ref: 2736
Location: Shopsdam Road Junction westbound traffic towards Worthing
Date: Wednesday 9th January 2008
Time: 14:00 -14:30hrs
Weather: Dry
Classification: All vehicle speeds

Speed (mph)	Observations
50	
49	
48	
47	
46	
45	
44	
43	
42	
41	
40	# #
39	
38	
37	# #
36	
35	# # # #
34	# #
33	# # # # # # # # # # # # # #
32	# # # # # # # # # # # # # # # # #
31	# # # # # # # #
30	# #
29	# # # # # # # #
28	# # # # # # # # # # # # # #
27	# # # # # #
26	# #
25	
24	
23	
22	
21	
20	
19	

85 percentile speed = 33 mph
Deducting 3 mph for wet weather, therefore design speed = 30 mph

APPENDIX D



Accident Severity	
Slight	6
Serious	0
Fatal	0

Casualty Severity	
Slight	7
Serious	0
Fatal	0

Casualty Class	
Driver	2
P.Riders	3
Pass.	2
Ped.	0

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AREA		DRAWN	EW
ROUTE No.		CHECKED	
FILE No.		DATE	Sept 2007

Rev	Date	Amendment	Name

west sussex county council

Shopsdam Road junction with Brighton Road
3 years accident data to 31/08/07
Data Request 07155

DRG No.
SCALE NTS

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