

Land at Birdham

Project No:	102270	Prepared by:	David Watson
Client:	The Trustees of D R Pick Grandchildren's Settlement	Approved by:	Stephen Evans
Date:	05 February 2019	Status:	V1 Final
Subject:	Transport Appraisal		

1 Introduction

- 1.1 Pell Frischmann (PF) is commissioned by The Trustees of D R Pick Grandchildren's Settlement (the 'Client') to provide initial transport planning and highways consultancy advice, and to prepare this Transport Appraisal (Technical Note), in connection with the Client's parcel of land located off the A286, in Birdham, West Sussex (the 'site'). Chichester District Council (CDC) is the Local Planning Authority and West Sussex County Council (WSSCC) is the Local Highways Authority. Highways England (HE) is the Strategic Highway Authority for the A27 Trunk Road.
- 1.2 This Technical Note is intended to appraise the site in terms of transport, if the site was to be developed for up to 125 residential dwellings.

2 Policy Context

Chichester District Council – Local Plan, Transport Study of Strategic Developments, Options and Sustainable Transport Measures, December 2018

- 1.3 The Chichester District Council – '*Local Plan, Transport Study of Strategic Developments, Options and Sustainable Transport Measures, December 2018*' (Transport Strategy) is a supporting document to inform the preparation of the Chichester Local Plan Review 2016-2035. It identifies that there are future capacity constraints to the north of the proposed site along the A286 and at junctions on the A27 Chichester Bypass. Capacity constraints which are likely to impact the site have been identified at the following junctions:
- 1) A286 / Dell Quay Road;
 - 2) A27 - Fishbourne Roundabout; and
 - 3) A27 - Stockbridge Roundabout.
- 1.4 The three junctions are shown in **Figure 2-1**.

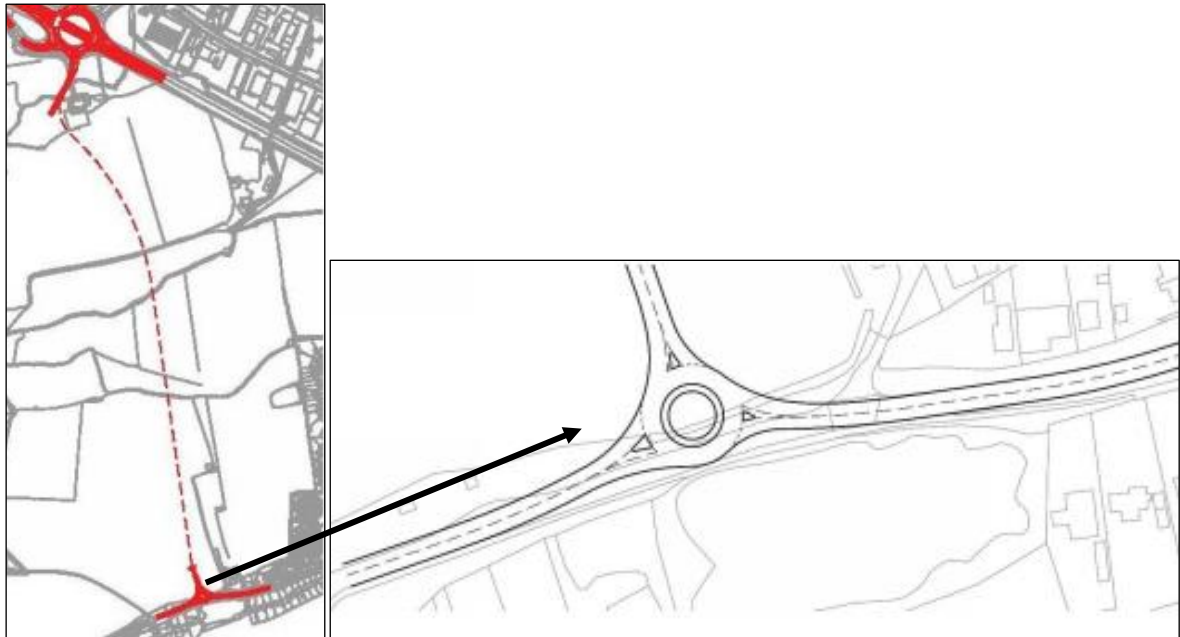
Figure 2-1 Junction Capacity Constraints ¹



- 1.5 The CDC Transport Strategy identifies that alongside a committed scheme to signalise the A27 Stockbridge Roundabout, the banning of right turns from the A27 will also be required to facilitate future growth.
- 1.6 The proposed mitigation also includes an upgrade to the Fishbourne Roundabout and the inclusion a new Stockbridge Link Road, linking to the Fishbourne Roundabout via an additional arm. The proposals for the Fishbourne Roundabout and the Stockbridge Link Road are shown in **Figure 2-2**.

¹ www.openstreetmap.org

Figure 2-2 Junction Capacity Constraints ²



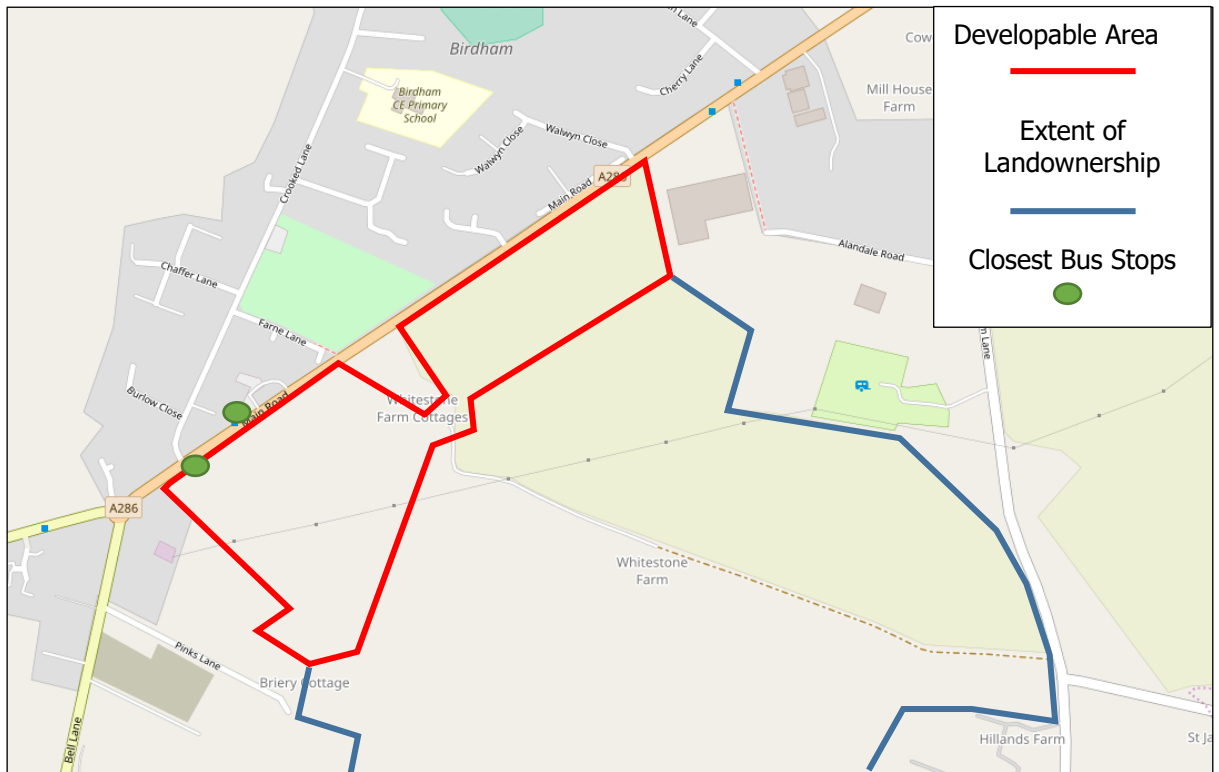
- 2.1 The Transport Strategy also notes that there is the potential to provide a Park and Ride scheme to the south of the Fishbourne Roundabout, to intercept trips before they hit the A27.
- 2.2 It is likely that any future developments would have to pay contributions towards both the highway mitigation and sustainable transport mitigation measures outlined within the Local Plan Review. Further development above what has been tested within the Transport Strategy may also require additional or enhanced mitigation measures.

3 Site Location and Description

- 3.1 The site is located in the village of Birdham and is bound to the north by the A286, to the east by horticultural land and buildings, to the south by arable land and to the west by equestrian farmland and residential land. The site and the adjoining land ownership is shown in **Figure 3-1**.

² Chichester District Council – Local Plan, Transport Study of Strategic Developments, Options and Sustainable Transport Measures, December 2018

Figure 3-1 Site Location ³



Bus Services

- 3.2 The closest bus stops are located on the A286 (Main Road) adjacent to the north west corner of the site.
- 3.3 The bus stops are well served by a number of bus services with the routes and frequencies shown in Table 3-1.

Table 3.1 Local Bus Services

Bus Route	Destination	Peak Frequency (per hour)
52	Chichester – West Wittering	2 per hour
53	Chichester – West Wittering	2 per hour
614	Chichester – East Wittering	Off peak service
653	Chichester – East Wittering	Off peak service
652	Chichester - Birdham	Off peak service

- 3.4 All busses route via Chichester and provide access to Chichester Station (approximately 5km away with a journey time of 12mins). This provides good public transport access to the site, with additional

³ www.openstreetmap.org

homes in the area providing further revenue streams to the bus company making the services more resilient.

Pedestrian / Cycle Routes

- 3.5 There are on-road cycle lanes running along the A286 along the northern edge of the site, providing access into Birdham village to the south.
- 3.6 There are no footways on the southern side of the A286 along the northern edge of the site. However, there are a number of informal crossings providing access to the footways on the northern side of the road, which lead to a small supermarket and petrol station.

Local Highways

- 3.7 A weeks' worth of Automatic Traffic Count (ATC) data was recorded (from 24th November - 1st December 2018) for the stretch of the A286 (Main Road) running along the northern section of the site. This shows that vehicles are adhering to the local speed limit of 40mph and that on an average day there are 369 vehicles travelling east and 411 vehicles travelling west in the AM peak (08:00-09:00).

4 Site Access

Existing Access

- 4.1 There is an existing access into the site, which was explored as a potential route to provide access to the site to accommodate future development. However, it was noted on the site visit (19th December 2018) that the access road was not wide enough for two-way vehicle movements and that visibility could not be achieved without the use of third party land. The existing site access is shown in **Figure 4-1**.

Figure 4-1 Site Location



Proposed Access

- 4.2 A new access has been proposed to the south of the existing access. A new 'all movements' vehicle access is proposed into the site off the A286 Main Road. It is proposed that the access is designed

with a right turn ghost island, to allow the free flow of traffic on A286 Main Road whilst vehicles are turning right into the site.

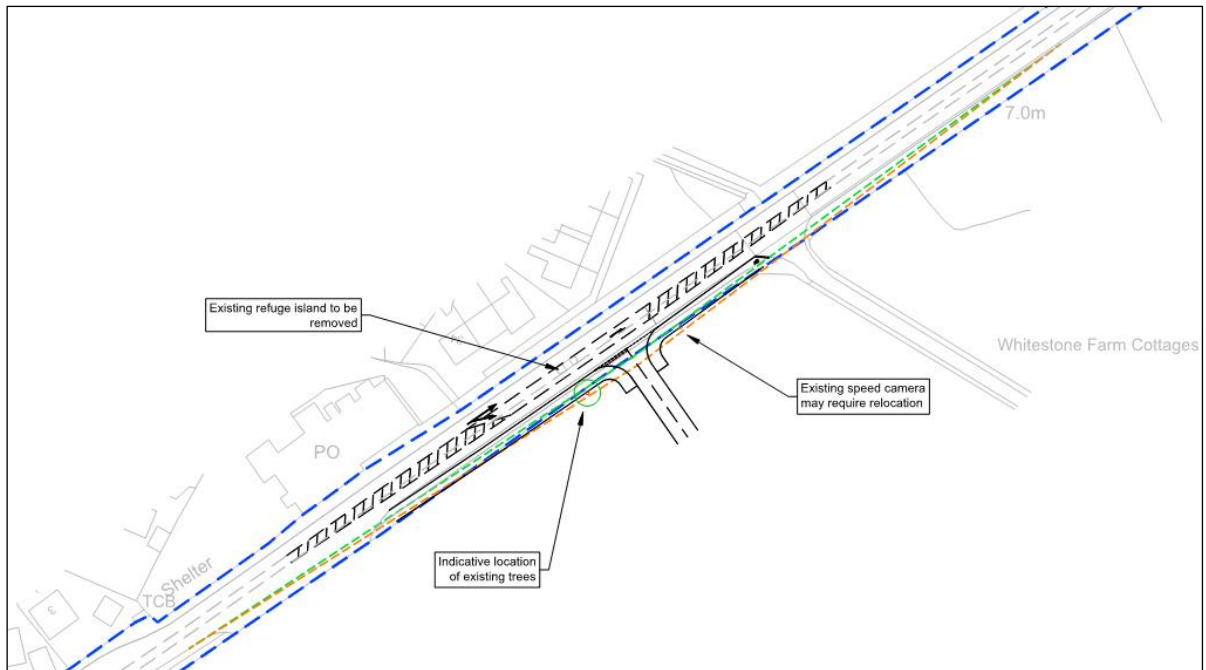
- 4.3 Automatic Traffic Count (ATC) Data has been obtained to provide the 85th percentile speeds which in turn determine the visibility requirements for the access junction.
- 4.4 The 85th percentile speed of the road is shown to be 40mph and therefore a visibility splay for a 40mph road is considered to be appropriate for the site access and is in line with WSCC Guidance. It is noted that the speeds are enforced by a speed camera at this location is shown in **Figure 4-2**.

Figure 4-2 Speed Camera



- 4.5 The access should be designed with a short connection the single point of access, before forming a loop road around the site. The proposed access is shown in **Figure 4-3** and a full scaled drawing is included at **Appendix A**. The speed camera and traffic camera may need to be relocated.

Figure 4-3 Proposed Access



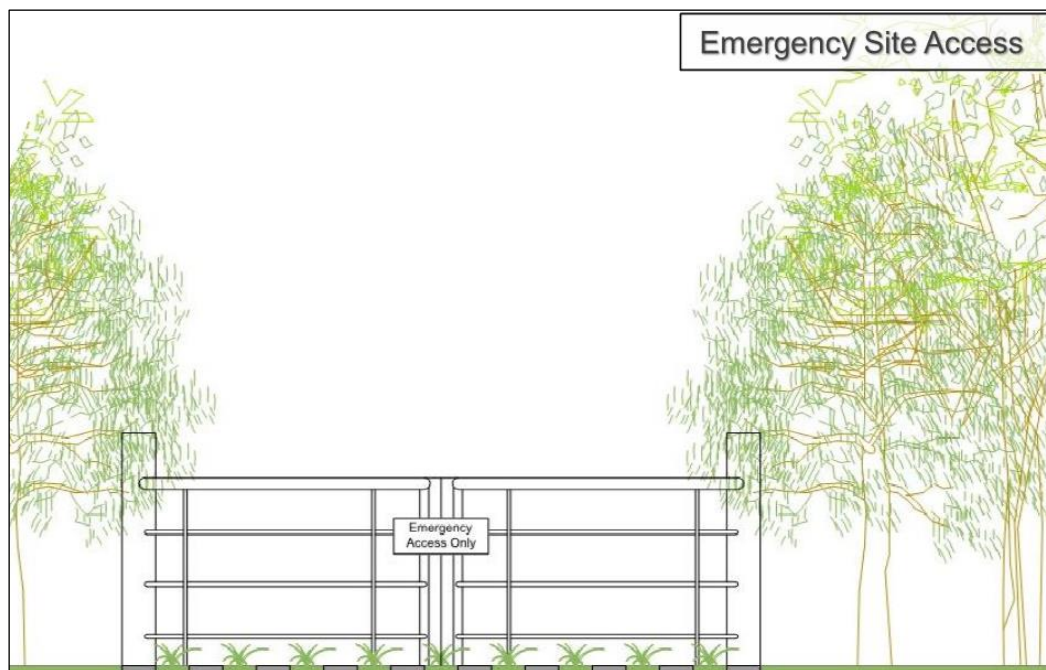
Alternative Access

- 4.6 Given the width and straight alignment of A286 Main Road, an alternative or additional access could be provided to the north of the site although it is noted that this would be subject to further technical work.

Emergency Access

- 4.7 It is proposed that there will be an emergency access to the south of the site directly onto Sidlesham Lane. The emergency access will be gated and accessed by emergency vehicles only to stop rat running through the site. An indicative drawing the emergency access is shown in **Figure 4-4**.

Figure 4-4 Emergency Access



Access Capacity

- 4.8 The access have been future-proofed so that it can accommodate up to 300 units (subject to detailed modelling). However, there is the potential to provide additional access locations to increase the capacity and provide a higher quantum of the development at the site. However, this would require further, more detailed, modelling and design work to determine the optimum size and location of any further access points.

5 Opportunities

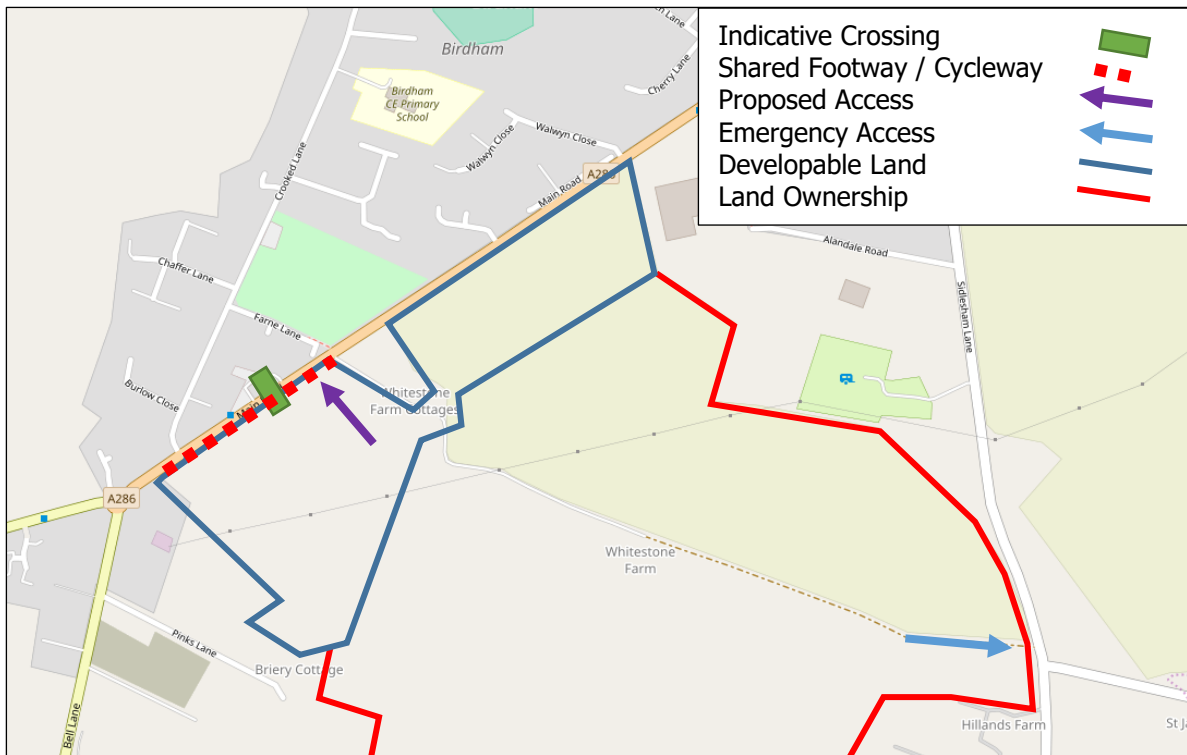
Shared Footway / Cycleway

- 5.1 A shared footway / cycleway could be provided along the northern boundary of the site leading towards the village of Birdham. This would provide a safe route for pedestrians from the site walking west to the village and the bus stop.
- 5.2 It would also allow the existing on-road cycle lane to be brought off-road creating a safer environment for cyclists. The location of the shared footway / cycleway is shown in **Figure 5-1**.

Additional Formal Crossing Points

- 5.3 The introduction of the left turn ghost island will result in the loss of an informal crossing point. However, this could be replaced with a formal crossing further west.
- 5.4 The proposed formal crossing could take the form of either a zebra or toucan crossing and would be on the desire line for pedestrians going from the site to the local shops as well as those wishing to access the westbound bus services on the south side of the road. The location of the formal crossing point is shown in **Figure 5-1**.

Figure 5.1 Potential Location of Formal Crossing Point and Shared Footway / Cycleway ⁴

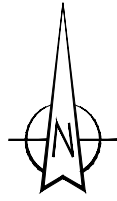


6 Conclusion

- 6.1 The site is in a reasonably sustainable location with very good access to bus stops, which provide connections to Chichester railway station and other key facilities within the local area.
- 6.2 It is considered likely that any future developments would have to pay contributions towards both the highway mitigation and sustainable transport mitigation measures outlined within the Local Plan.
- 6.3 A proposed new access into the site with a right turn ghost lane has been proposed. In addition, an emergency access to the rear of the site from the existing lane has also been proposed.
- 6.4 There is the potential to provide a shared cycleway / footway as well as a formal crossing to facilitate access to / from the site to the local village as well as improving access to the westbound bus stop.

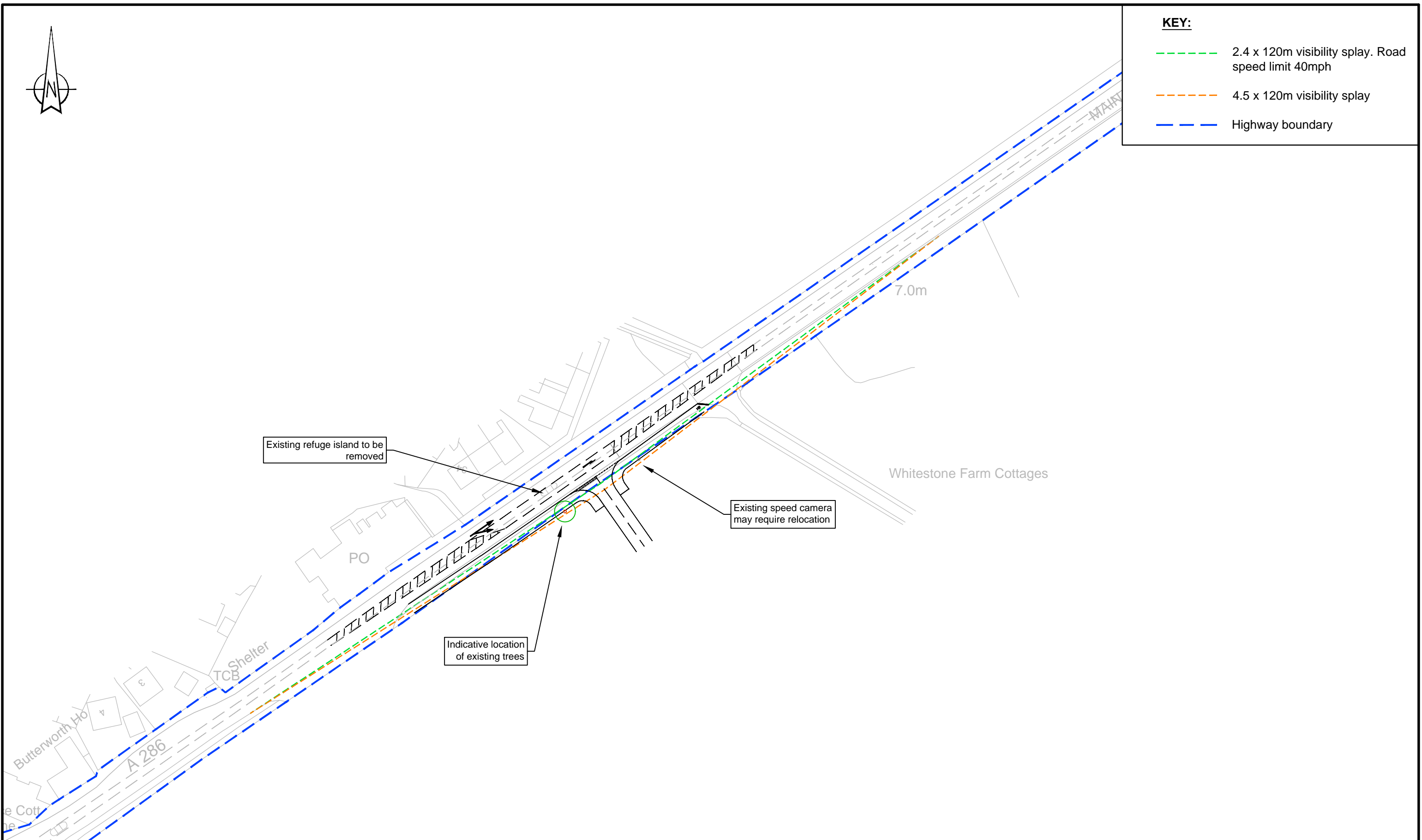
⁴ www.openstreetmap.org

Appendix A
INDICATIVE SITE ACCESS OPTION



KEY:

- - - 2.4 x 120m visibility splay. Road speed limit 40mph
- - - 4.5 x 120m visibility splay
- - - Highway boundary



P:\102270-102270 - Land at Birdham\50 Drawings\51 CAD\102270-T-001 Site Acces Option B.dwg Plotted on 20/12/18 at 14:30 by AGilAlonso

<h2 style="margin: 0;">Pell Frischmann</h2> <p style="margin: 0;">5 MANCHESTER SQUARE LONDON W1U 3PD</p> <p style="margin: 0;">Telephone +44 (0)20 7486 3661 Email: pflondon@pellfrischmann.com www.pellfrischmann.com</p>	Project	Land at Birdham			Name	Date	Scale	1:1000 @ A3	
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					Designed	20/12/18	Drawing Status	DRAFT	
					Checked	20/12/18			
					Approved	20/12/18			
				Drawing No.			102270-T-001	Revision	-