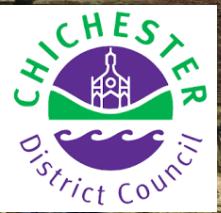




Chichester Local Plan

Transport Modelling Review

13/07/2021 – v0005





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Introduction

This technical note provides a summary of the operation of Chichester's highway network. Providing an overview of the Chichester Area Transport Model for the 2037 Reference Case, the 2037 Local Plan Development excluding any mitigation and the 2037 Local Plan Development incorporating the Preferred Approach mitigation plan as issued in 2018/19.

The content of this documentation has been developed to assist Chichester District Council (CDC) to understand the impact of the preferred development distribution and to assess and understand what additional mitigation may be required as a result of the updated distribution provided in 2020.

It provides detail for the AM and PM peak periods summarising the modelling outputs for **Actual Flow link** based comparing the three scenarios in Passenger Car Units (PCU); **Link Delay** provided in seconds for each scenario for the links in the model, and; the maximum **Volume over Capacity (V/C)** per node for each scenario.

Additionally, this technical note provides an indication of a programme identifying which schemes could come forward before others to support the local plan development.





Chichester Transport Model Actual Flow Comparison

values in Passenger Car Units (PCU)



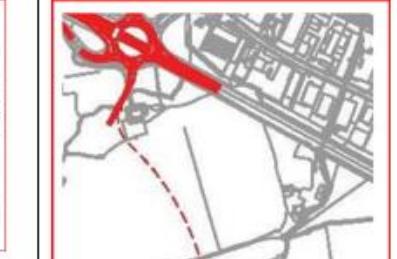
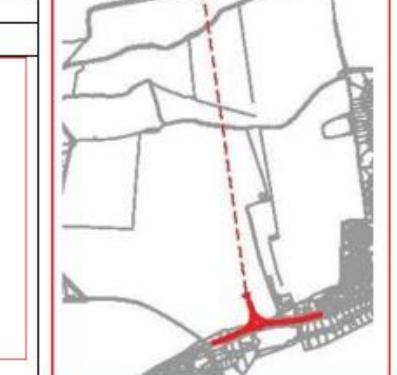
Overview

The following section provides an overview of the analysis of the flow difference between the AM and PM 2037 Reference Case, Local Plan scenario without the mitigation and the Local Plan scenario with the preferred mitigation.

This provides an indication of how traffic is moving around the network and what redistribution may be occurring as a result of the Local Plan development without any mitigation and what impact the mitigation packages have on the local and wider highway network within Chichester.

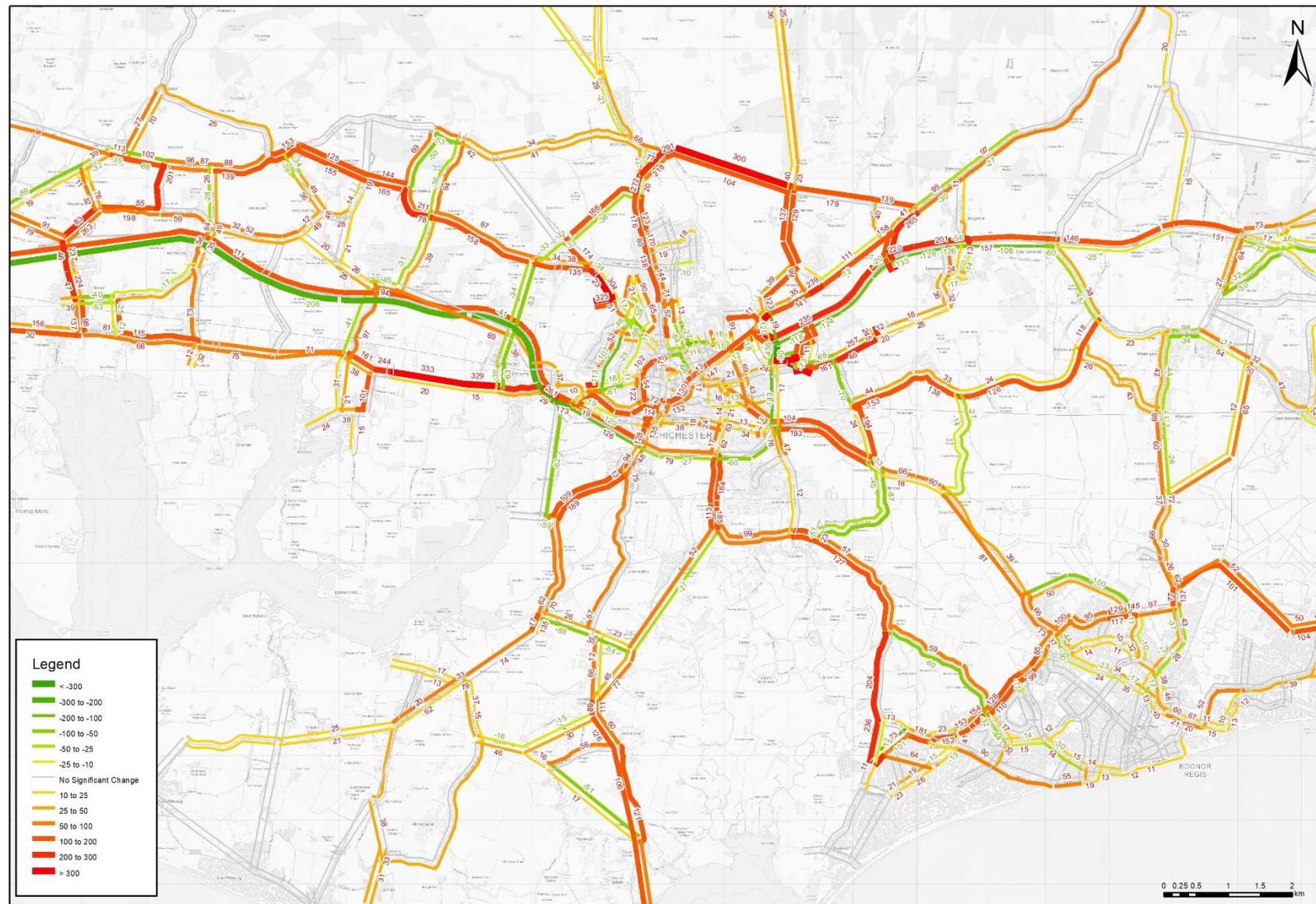
The table shows the proposed mitigation schemes for the A27 Corridor only, there are other mitigation schemes proposed for the City Centre.

All values are in Passenger Car Units or PCU.

Fishbourne (Only) £5.95m	Stockbridge Road Jct £5.85m	Whyke Junction £5.24m	Stockbridge Link £25.2m
			
Bognor Road Jct (Only) £10.3	Oving Road Jct £1.4m	Portfield Road Jct £2.51m	

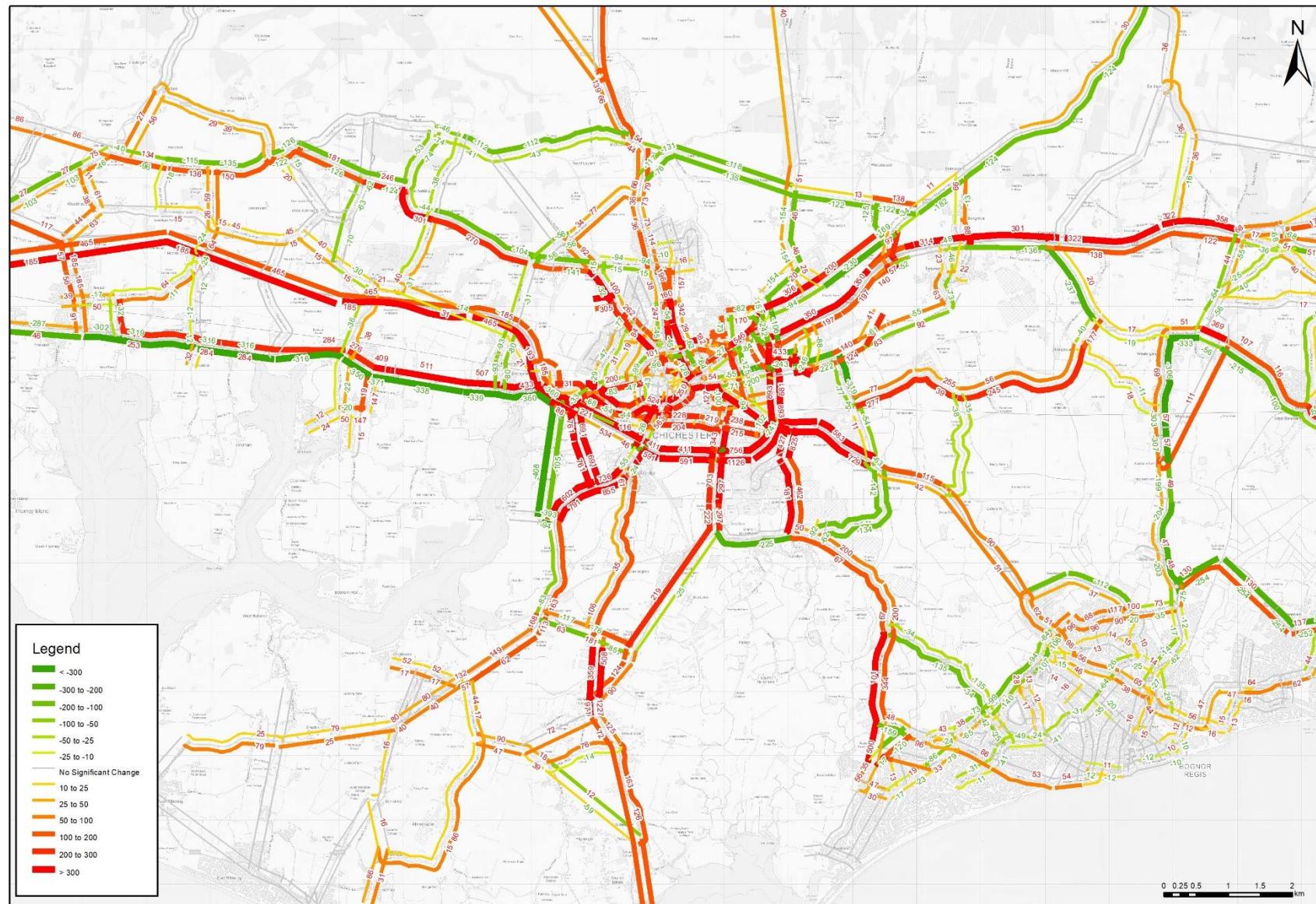


AM - 2037 Local Plan no mitigation minus 2037 Reference Case - Flow PCU





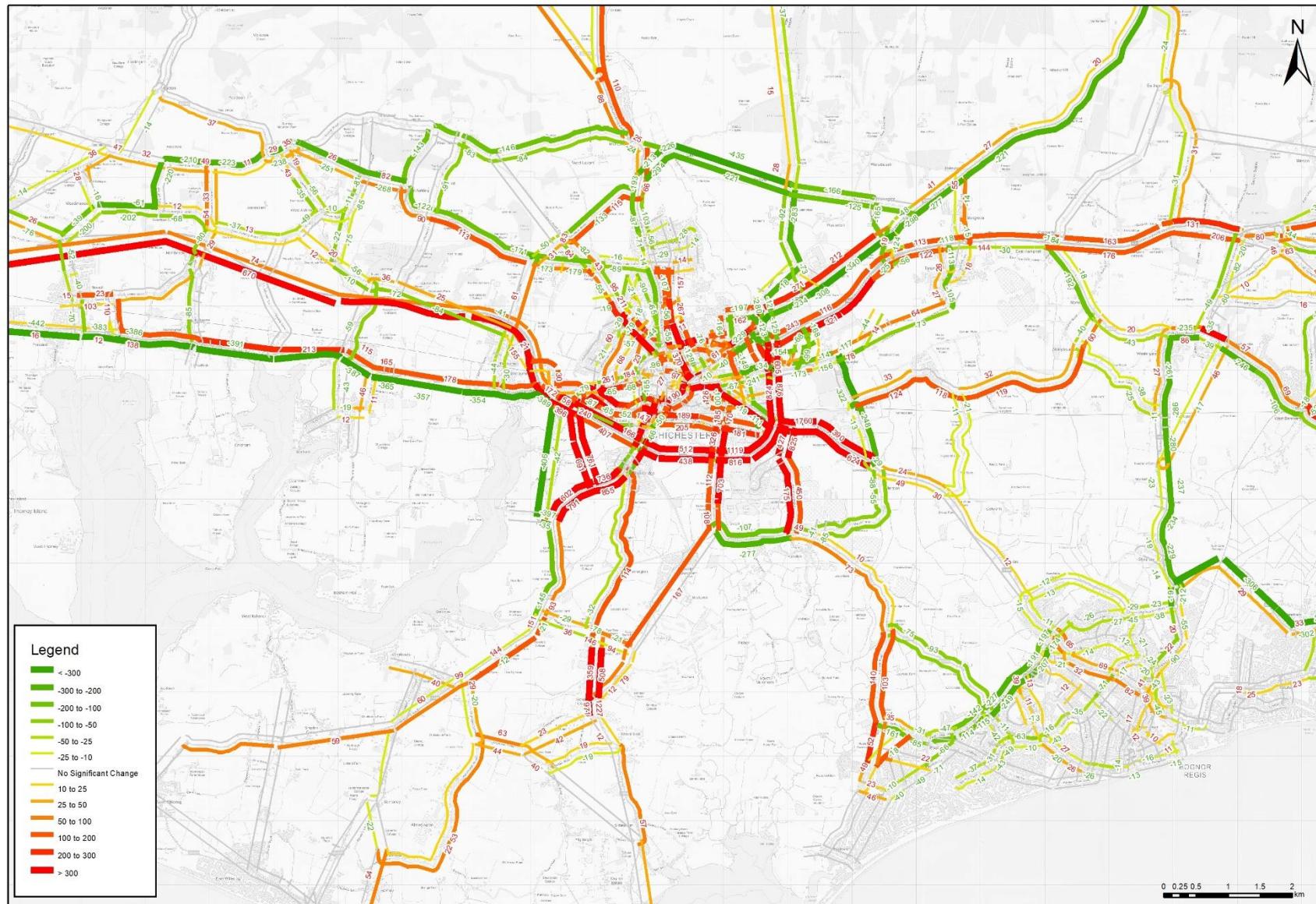
AM - 2037 Local Plan with mitigation minus 2037 Reference Case - Flow PCU





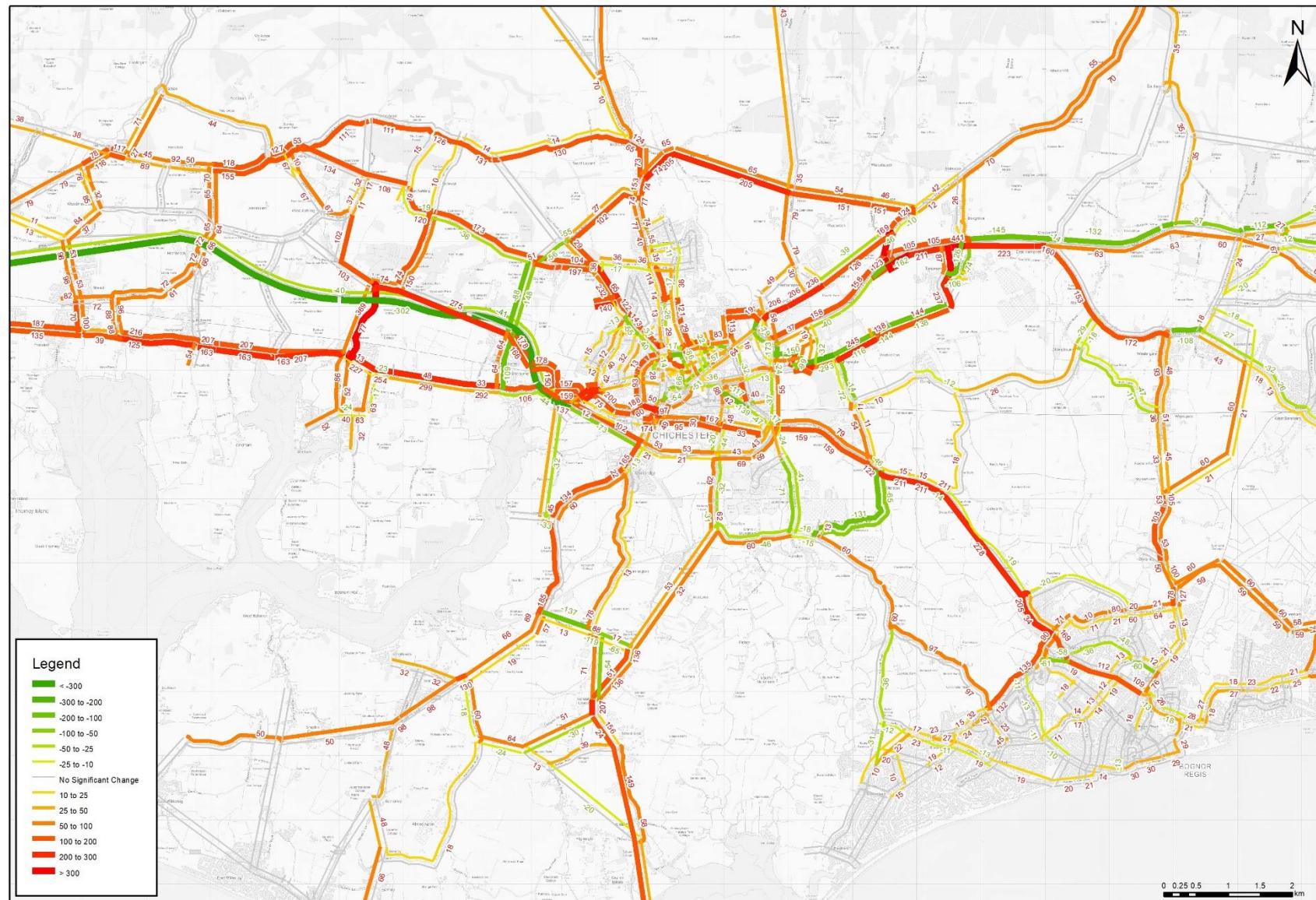
AM - 2037 Local Plan with mitigation minus 2037 Local Plan no mitigation

- Flow PCU



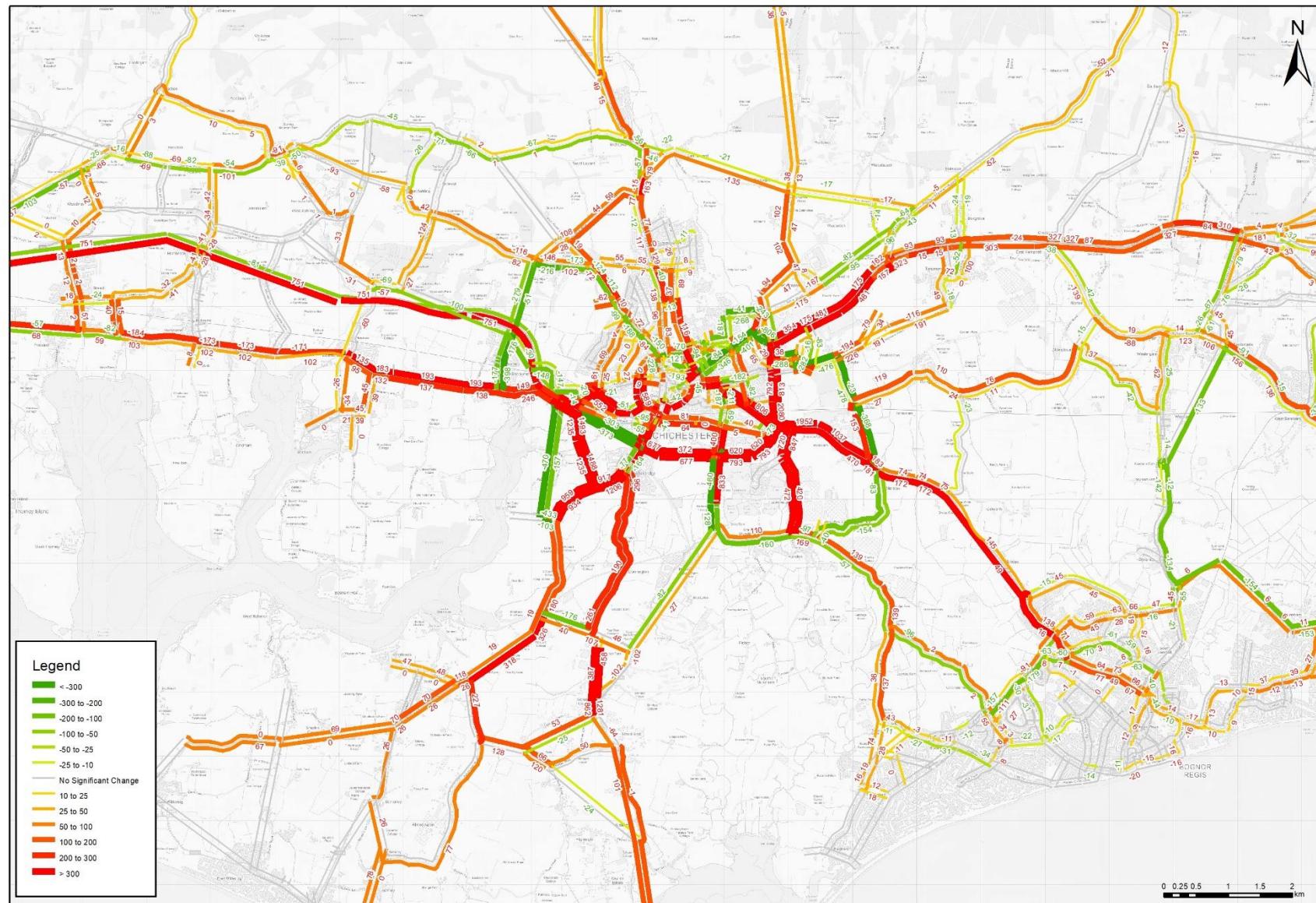


PM - 2037 Local Plan no mitigation minus 2037 Reference Case - Flow PCU





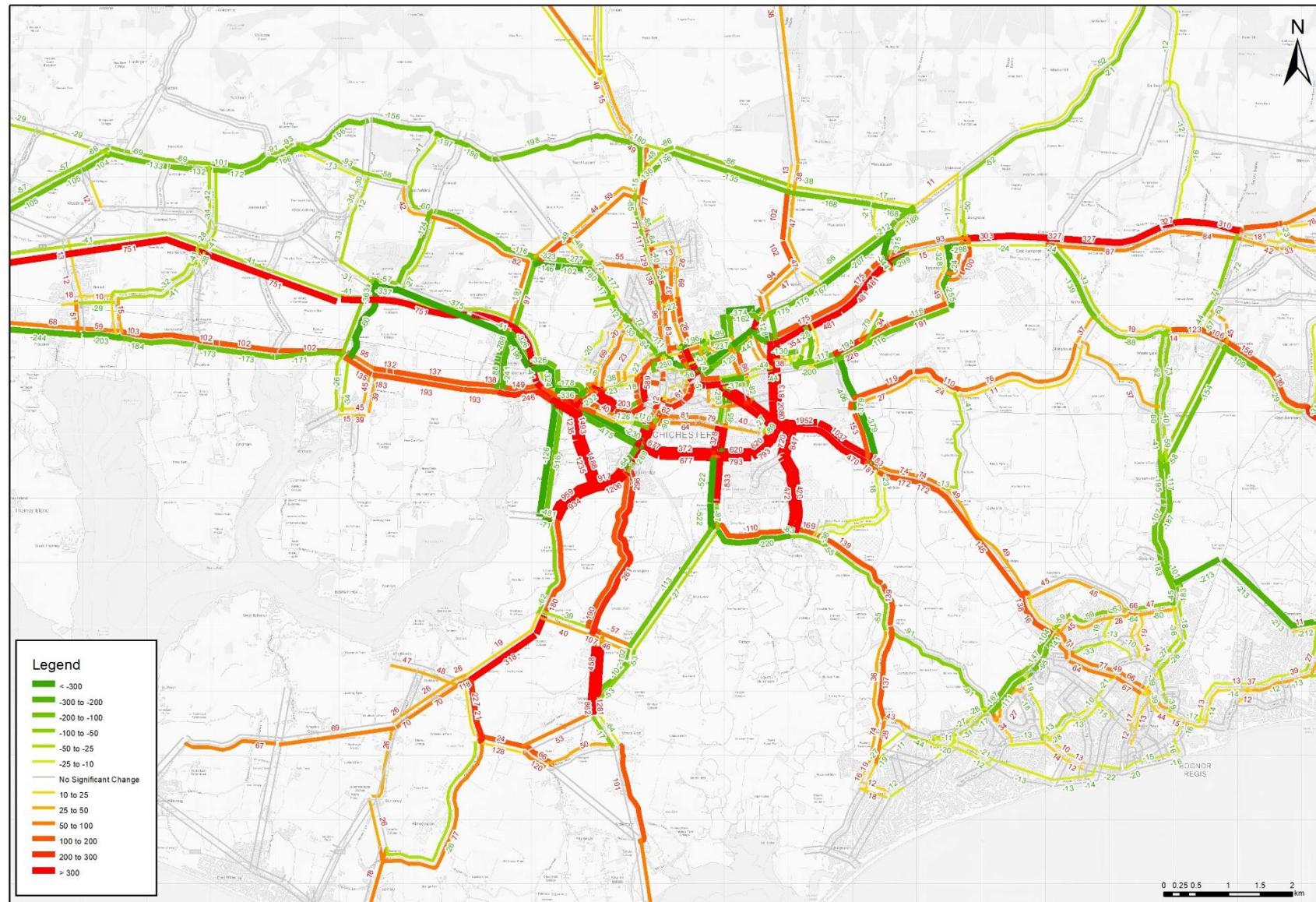
PM - 2037 Local Plan with mitigation minus 2037 Reference Case - Flow PCU





PM - 2037 Local Plan with mitigation minus 2037 Local Plan no mitigation

- Flow PCU





2037 Local Plan no mitigation minus 2037 Reference Case

The modelling of this scenario for both peaks shows the following impact of the Local Plan without mitigation:

Reductions are witnessed for both peak periods at:

- A27 westbound of -203 and -304 in the AM and PM peaks respectively.
- Salthill Road of -31 and -146 in the AM and PM peaks respectively.
- Marsh Lane with the largest reduction being the south-westerly direction f -83 in the AM and -131 in the north-eastern direction in the PM.

Other more minor decreases are also noticed within the networks.

The increases are witnessed throughout the network as a result of the addition traffic generated as a result of the Local Plan development.

Specifically these are located at:

- A259 with an increase of 332 in the AM and 276 in the PM.
- New Road of 306 eastbound in the AM and 207 westbound in the PM.

It is also noticeable that there are large increases in traffic volume on the network to the east of Chichester, which correlates to the Local Plan development located in this area.

2037 Local Plan with mitigation minus 2037 Reference Case

The Local Plan with mitigation compared with the Reference Case shows a significant impact on the flows within Chichester. Reductions are witnessed on:

- Appledram Lane South -408 northbound and -105 southbound in the AM peak -470 and -157 and - respectively in the PM peak period – this impact is a consequence of the SLR.
- B2166 of -225 westbound in the AM peak and - 160 in the PM peak.
- Marsh Lane of -134 eastbound and -142 westbound as well as in the PM of -154 and -83 respectively.
- In the AM peak there is a decrease of -336 westbound along the A259 Main Road
- And at Salthill Road a decrease of -279

The modelling shows significant increases in flow within the network by comparing these two scenarios, this is most noticeable along the A27 and at Bognor Road in the vicinity of the larger Local Plan development sites.

2037 Local Plan with mitigation minus 2037 Local Plan no mitigation

Reviewing the impact between the without mitigation and with mitigation scenarios provides an overview of how successful the mitigation measures are.

The decreases within the network are mainly located at:

- A259 Main Road in the AM of -360
- New Road eastbound of -441 and westbound of - 215 in the AM, in the PM this is -100 and -138 respectively
- Similar locations to those previously mentioned are also noted including reductions along Marsh Lane, the B2166
- With Drayton Lane witnessing a decrease of approximately -256 southbound in the AM peak and -440 in the PM peak

However, in both peaks significant increases in flows are witnessed, specifically along the A27 of 668 in the AM and 753 in the PM for the westbound direction and along the B2201 – Selsey Road, southbound of 144 in the AM peak but both directions of 101 northbound and 262 southbound in the PM peak.



Summary

The flows comparison in this section demonstrate that the impact of the Local Plan is significant and will result in additional traffic within the network. The current mitigation measures do result in a reduction of traffic travelling along minor roads in the majority of instances specifically New Road and the B2178/B2146 to the north west of the city.

Furthermore, the SLR demonstrates that this will reduce the traffic along Appledram Lane South.

The flow comparisons do however show that there is a significant increase in traffic flow along the A27, which is a result of the improvements of these junctions to the south of Chichester as such addition pressures on these junctions could be the reason why there are increases also identified within Chichester City itself when comparing the without mitigation with the with mitigation Local Plan scenarios.

The Local Plan mitigation modelling outputs are currently preliminary, which have shown that modifications to these mitigation packages may need to be made to lessen the impact on the operation of the network within Chichester City. Additionally, further safety mitigation measures may also impact on the final schemes taken forward for the transport evidence base of the Local Plan.



Chichester Transport Model

Link Delay Outputs values in seconds



Overview

This section provides an overview of the Link Delay Outputs, presented in seconds.

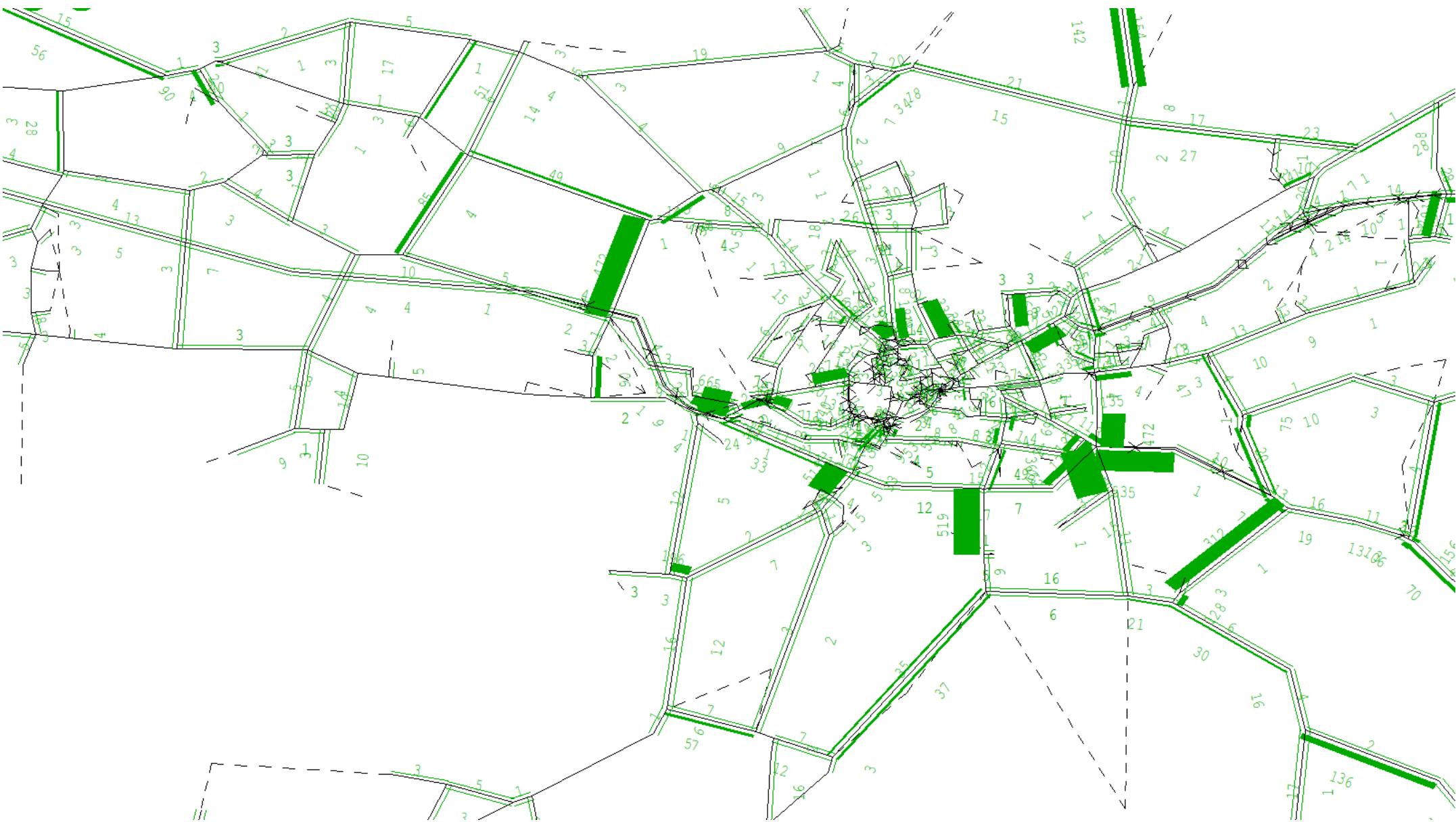
It provides an understanding of the impact between the Reference Case model, and the Local Plan models without and with mitigation and provides an indication of how well the mitigation packages are working on reducing the levels of delay witnessed in the modelling.

The information is summarised for both the AM and PM peak periods.

In the most part the locations of delay are also the locations where high volume over capacity V/C% percentages are also identified. Further analysis on the V/C is provided in the following section.

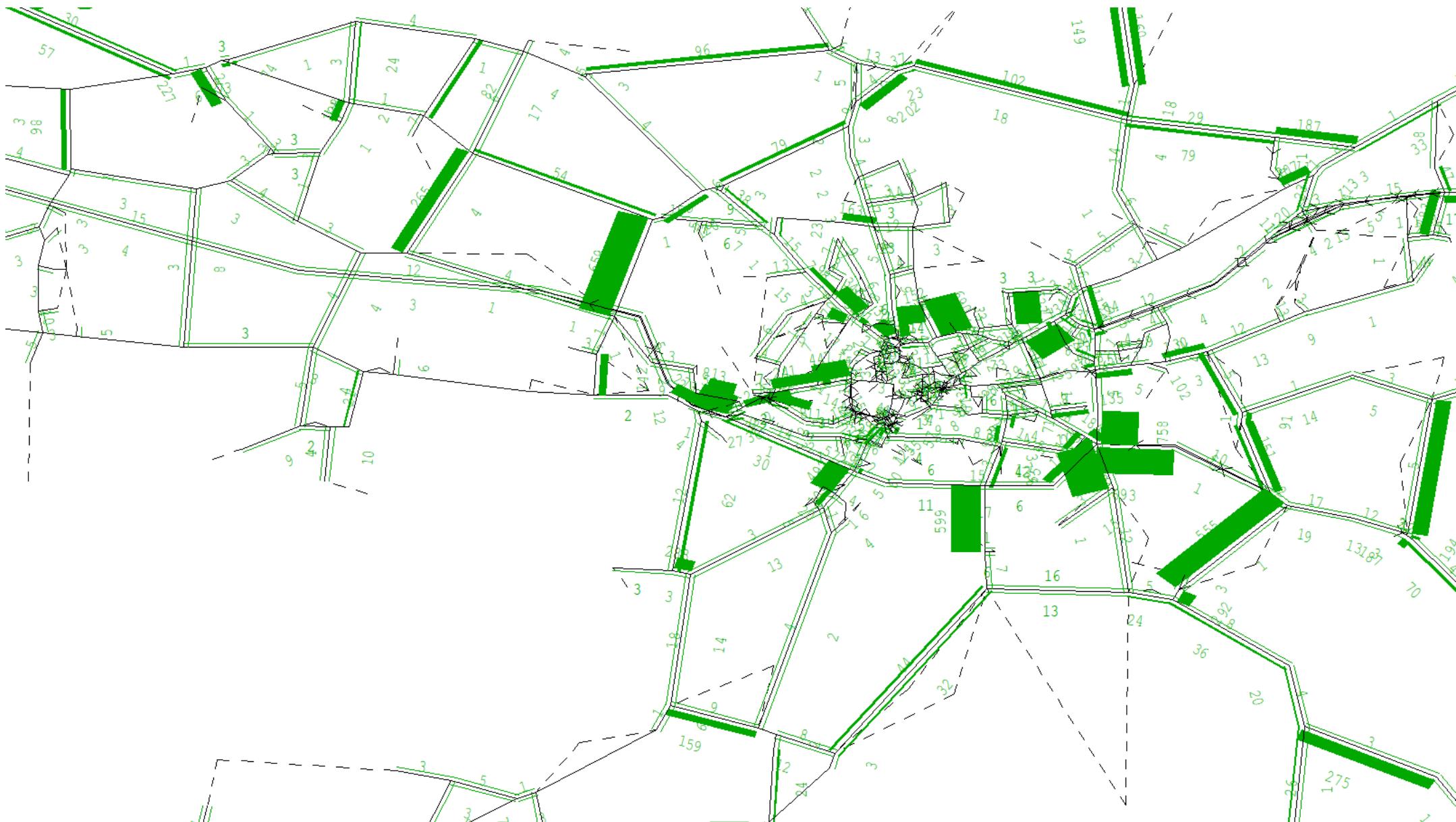


AM - 2037 Reference Case – Delay (S)



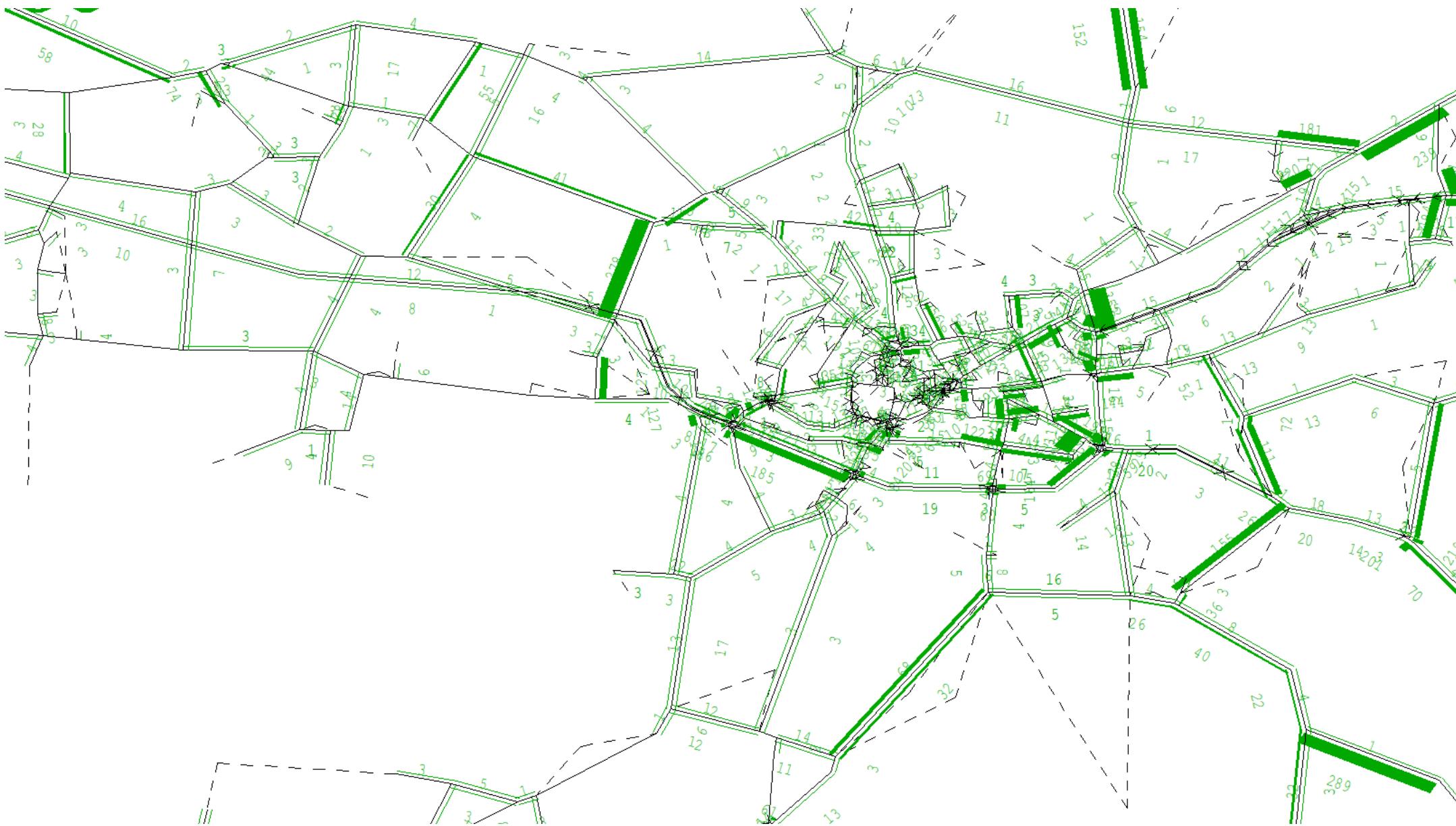


AM - 2037 Local Plan no mitigation – Delay (S)



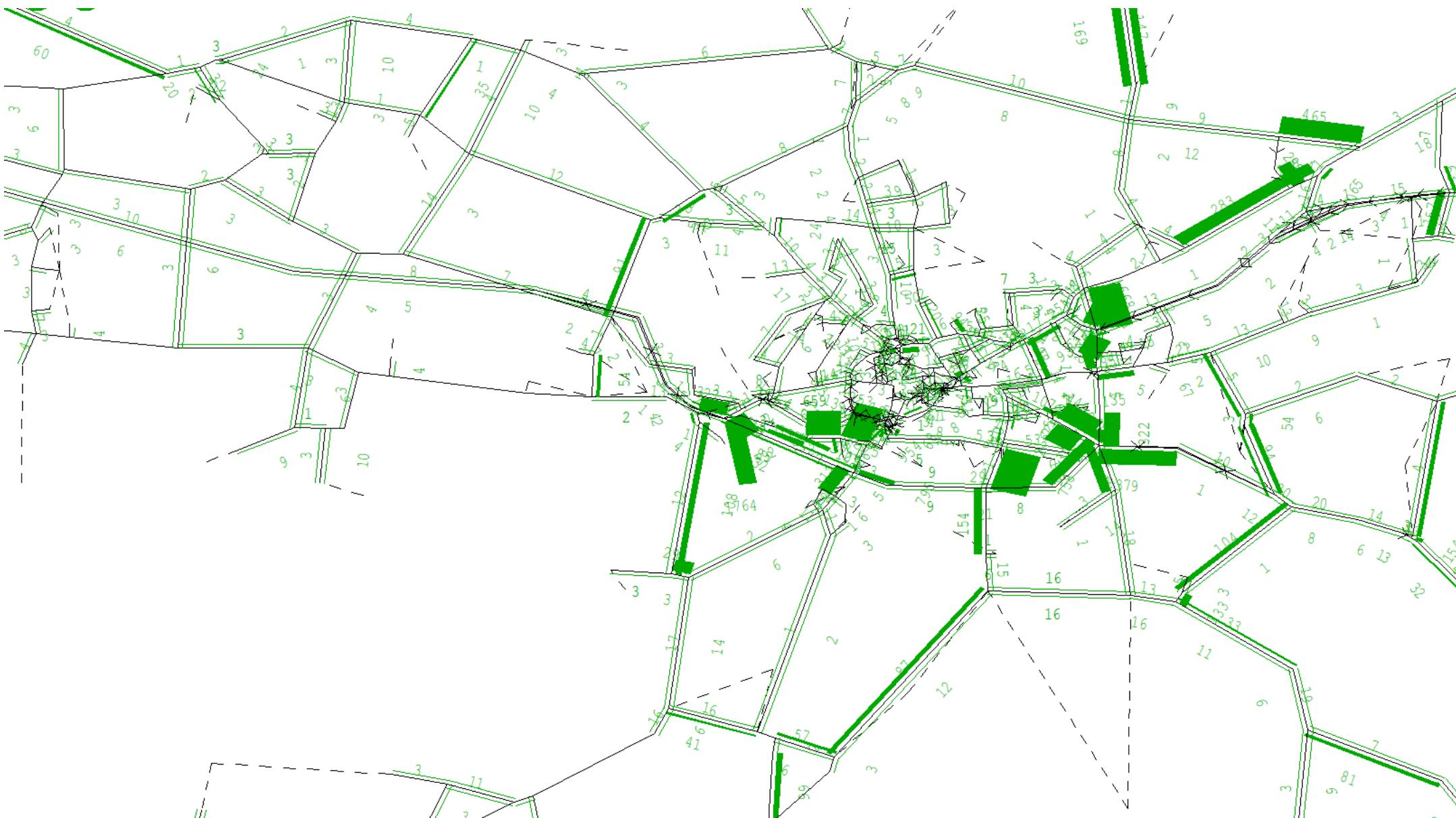


AM - 2037 Local Plan with mitigation – Delay (S)



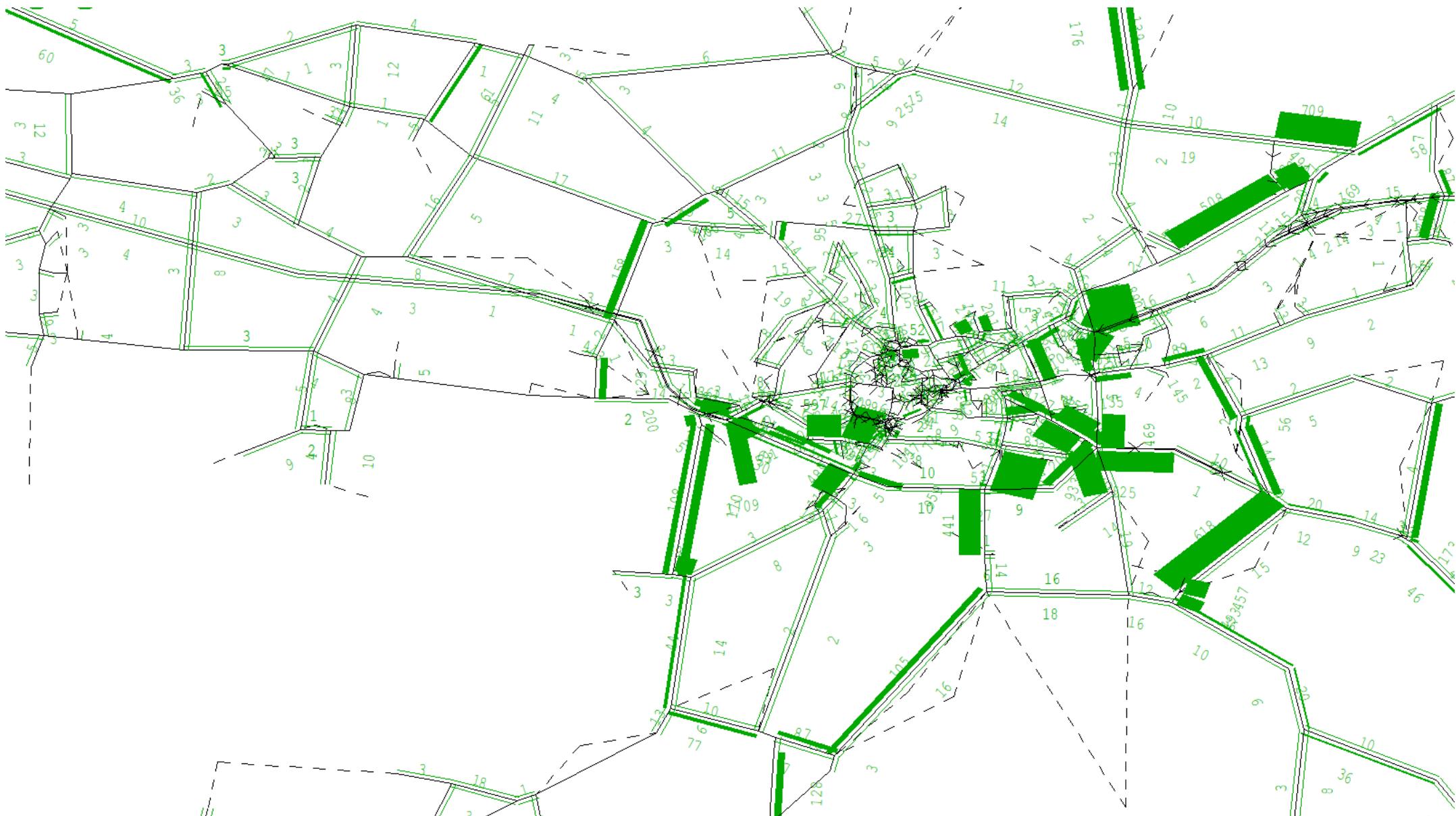


PM - 2037 Reference Case – Delay (S)



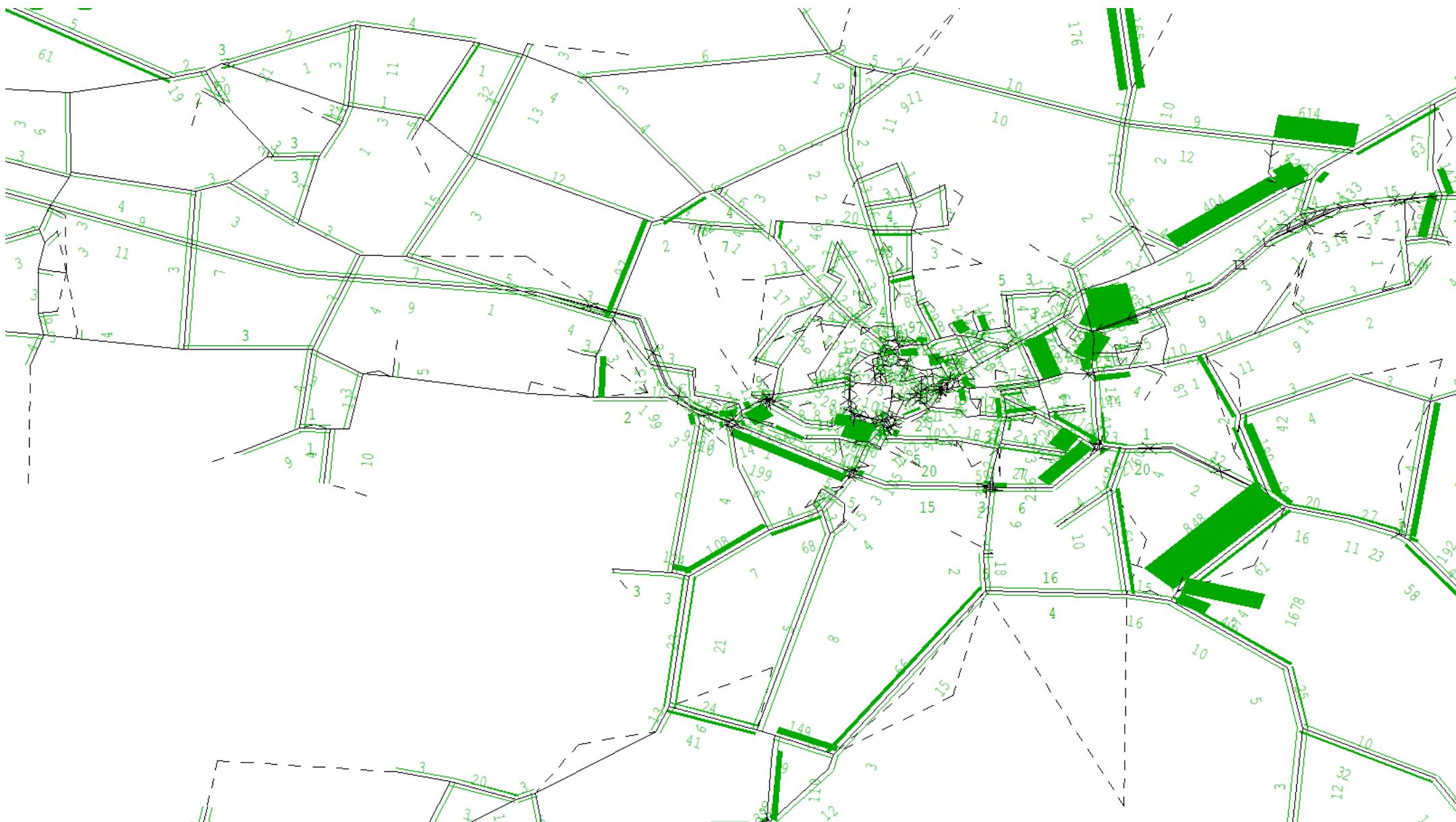


PM - 2037 Local Plan no mitigation – Delay (S)





PM - 2037 Local Plan with mitigation – Delay (S)





2037 Reference Case – AM Peak

In terms of delay for the Reference Case in the AM, the modelling demonstrates that without the Local Plan development the following junctions witness significant delays:

- Fishbourne
- Stockbridge
- Whyke
- Bognor
- Salthill Road/B2178
- Marsh Lane/A259
- Dell Quay Road/A286 Birdham Road

As well as minor roads within Chichester City, including:

- Churchside/A286
- College Lane/Spitalfield Lane
- A285/Westhampnett Road
- Westgate/A286
- Cathedral Way/A259 Via Ravenna

2037 Local Plan without mitigation – AM Peak

Without mitigation the Local Plan scenarios are identified to significantly impact on the increase in delays at the junctions highlighted in the Reference Case including those within Chichester City centre. Additionally minor routes including:

- Appledram Lane South/Dell Quay Road
- Marsh Lane/A259
- New Road/A285

Show significant increases in delay during the AM peak.

2037 Local Plan with mitigation – AM Peak

The impact of the mitigation measures on delay is noticeable with significant reductions in delay at all the key junctions along the A27 south of Chichester as well as Appledram Lane South and within Chichester City itself.

There are a couple of locations where delay is expected to increase slightly when compared with the without mitigation scenario, including at:

- Portfield
- New Road/A285

And some minor junctions around the southeast area of Chichester City.

2037 Reference Case – PM Peak

During the PM the same core junctions along the A27 witness substantial delays, however, the following junctions are also identified to have large delays:

- Portfield
- New Road/A285
- Roman Road/Strettington Lane
- Appledram Lane South/Dell Quay Road
- Dell Quay Road/A286 Birdham Road

The junctions around the Southern Gateway site are also expected to witness a significant delay

2037 Local Plan without mitigation – PM Peak

In comparison with the Reference Case model, the levels of delay significantly increase in the without mitigation Local Plan scenario.

This is specifically noticed at:

- Fishbourne
- Stockbridge
- Whyke
- Bognor

With substantial increases at

- Marsh Lane/A259
- New Road/A285
- Appledram Lane South/Dell Quay Road



In the without mitigation Local Plan scenario, it is further noted that junctions within the area of the Southern Gateway also witness a reasonable level of delay.

2037 Local Plan with mitigation – PM Peak

The PM peak shows a slightly different picture to that of the AM, and although reductions in delay are noted along some of the junctions along the A27, such as:

- Fishbourne
- Stockbridge
- Whyke

Some arms of key junctions still witness a similar level of delay, specifically at:

- Bognor
- Portfield

Additionally, the model shows that delay at:

- Marsh Lane/A259
- Roman Road/Strettington Lane
- New Road/A285

Are expected to remain at similar levels of delay.

Likewise is the junctions around the Southern Gateway site, such as the A286, Southgate and Basin Road.

Summary

The delay analysis has indicated that overall the mitigation does assist in reducing the overall delay in the network within and surrounding Chichester. This is most noticeable along the A27 during the AM peak, however, there are areas within the PM peak that witness similar levels of delay identified within the Reference Case or Local Plan without mitigation scenarios.

The Local Plan mitigation modelling outputs are currently preliminary, which have shown that modifications to these mitigation packages may need to be made to lessen the impact on the operation of the network within Chichester City. Additionally, further safety mitigation measures may also impact on the final schemes taken forward for the transport evidence base of the Local Plan.



Chichester Transport Model

Volume over Capacity (V/C) Outputs



Overview

The following plots provide an indication of the operation of the junctions within the model. The plots show link volume over capacity or V/C as a percentage.

This provides an indication of which junctions are either reaching or are exceeding their operational capacity. If for example an arm of the junction had a V/C of 65%, this means that overall the junction is witnessing limited queues and hardly any delay. If however, that same arm in an alternative scenario witnessed a V/C of 90% that is showing that the junction is unable to operate without significant queues and delay and some sort of mitigation may be required to improve this.

The following section provides an indication of the operation of the junctions for V/C on a link by link basis, for the 2037 Reference Case, 2037 Local Plan scenario without mitigation and with mitigation.

It is important to note that the with mitigation outputs do not present the final mitigation packages, as some additional smaller measures may be required to mitigate local junctions or updated based on the output of the accident analysis. This provides an indicative idea of what impact the Local Plan and current mitigation packages may have on the network.

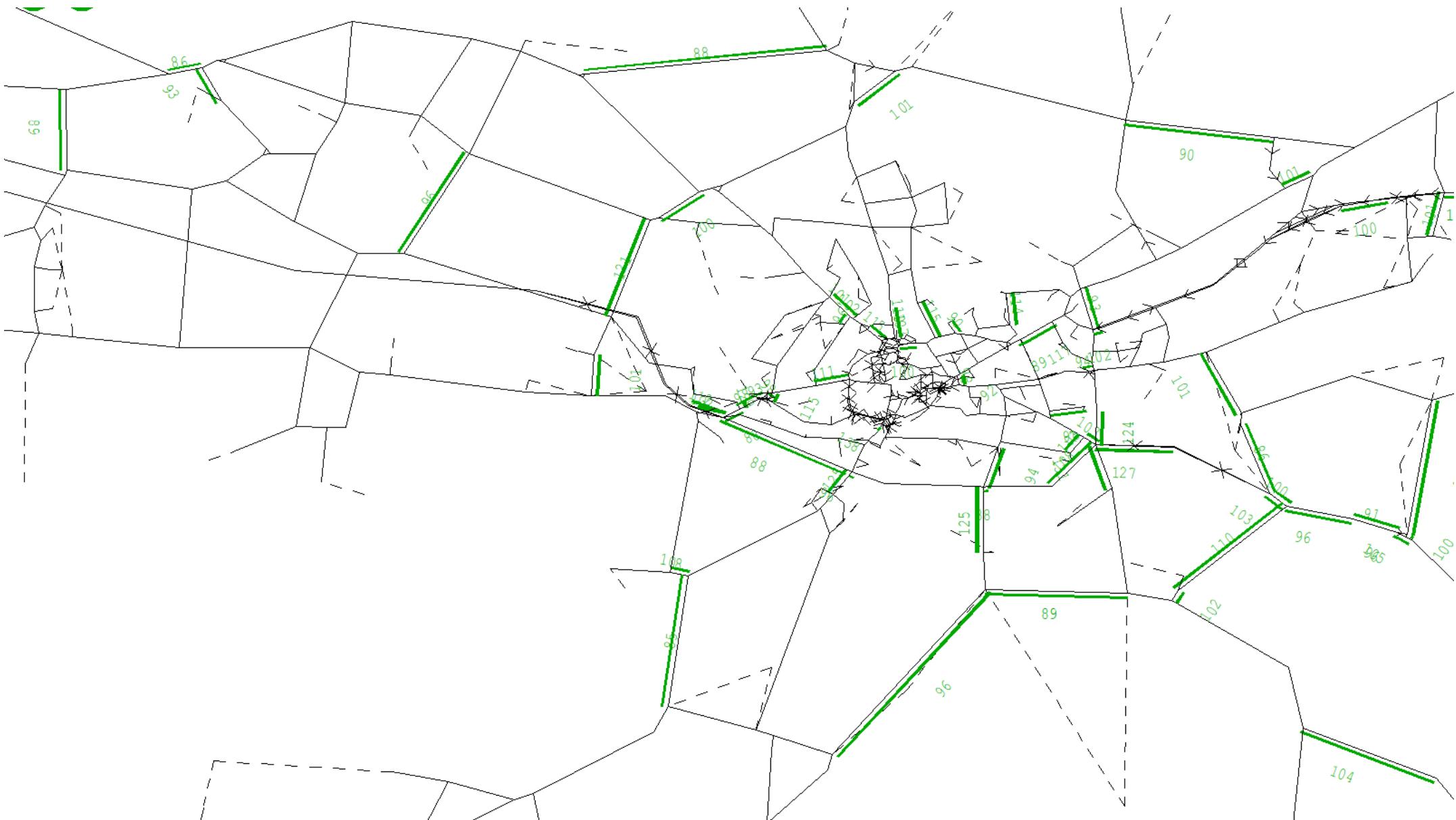
Additionally for the with mitigation scenario the Stockbridge Link Road or SLR has been included.

This output has been focused on vehicle traffic, however, that is not to say non-motorised users are not considered when designing mitigation. For example a new junction is likely to provide better facilities for pedestrians and cyclists than what is there today.

In most instances the locations of the largest V/C%'s or those over 85% as shown in the following outputs are at the same locations to those identified to have significant delay in the section above.

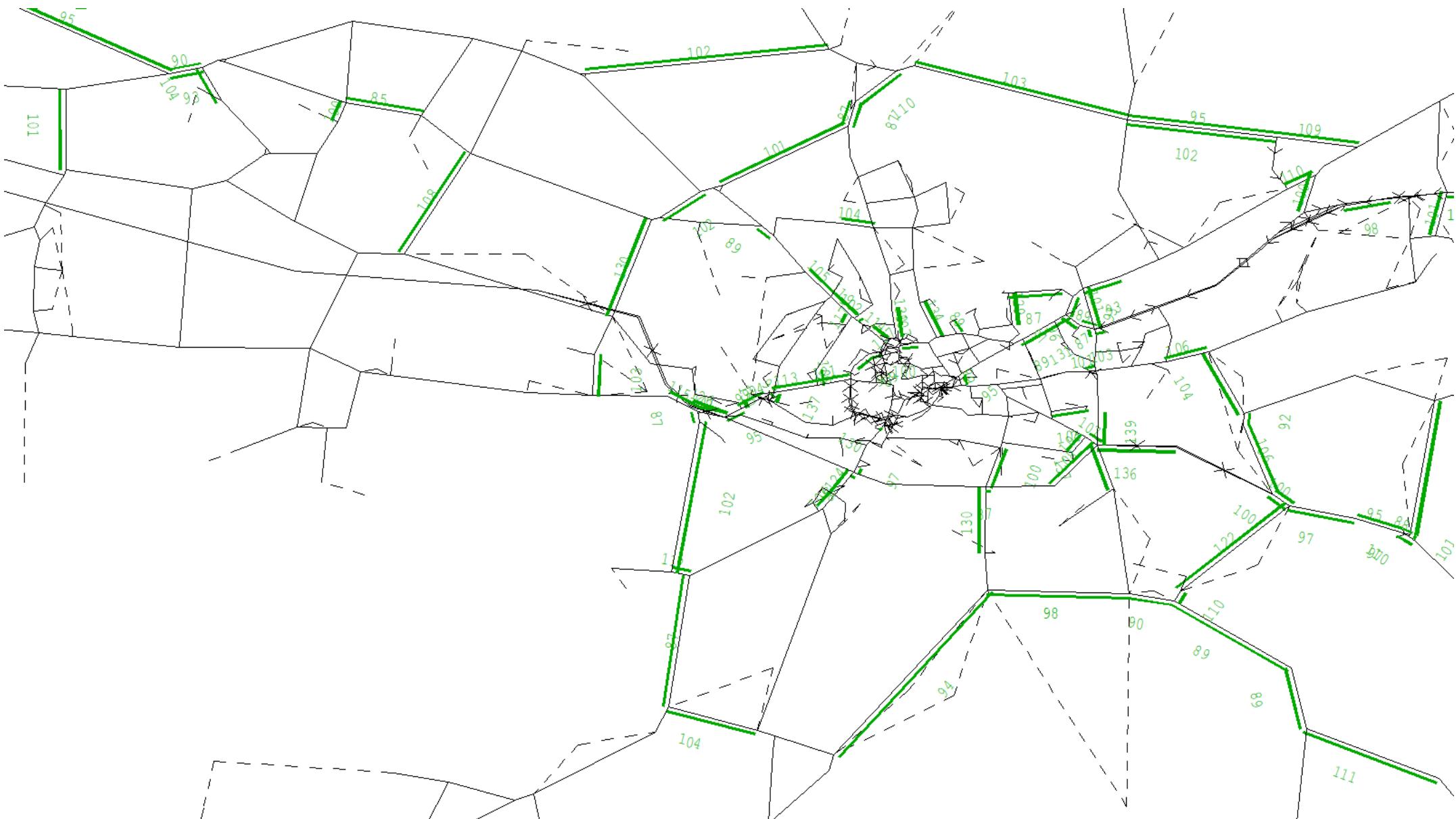


AM - 2037 Reference Case – V/C%



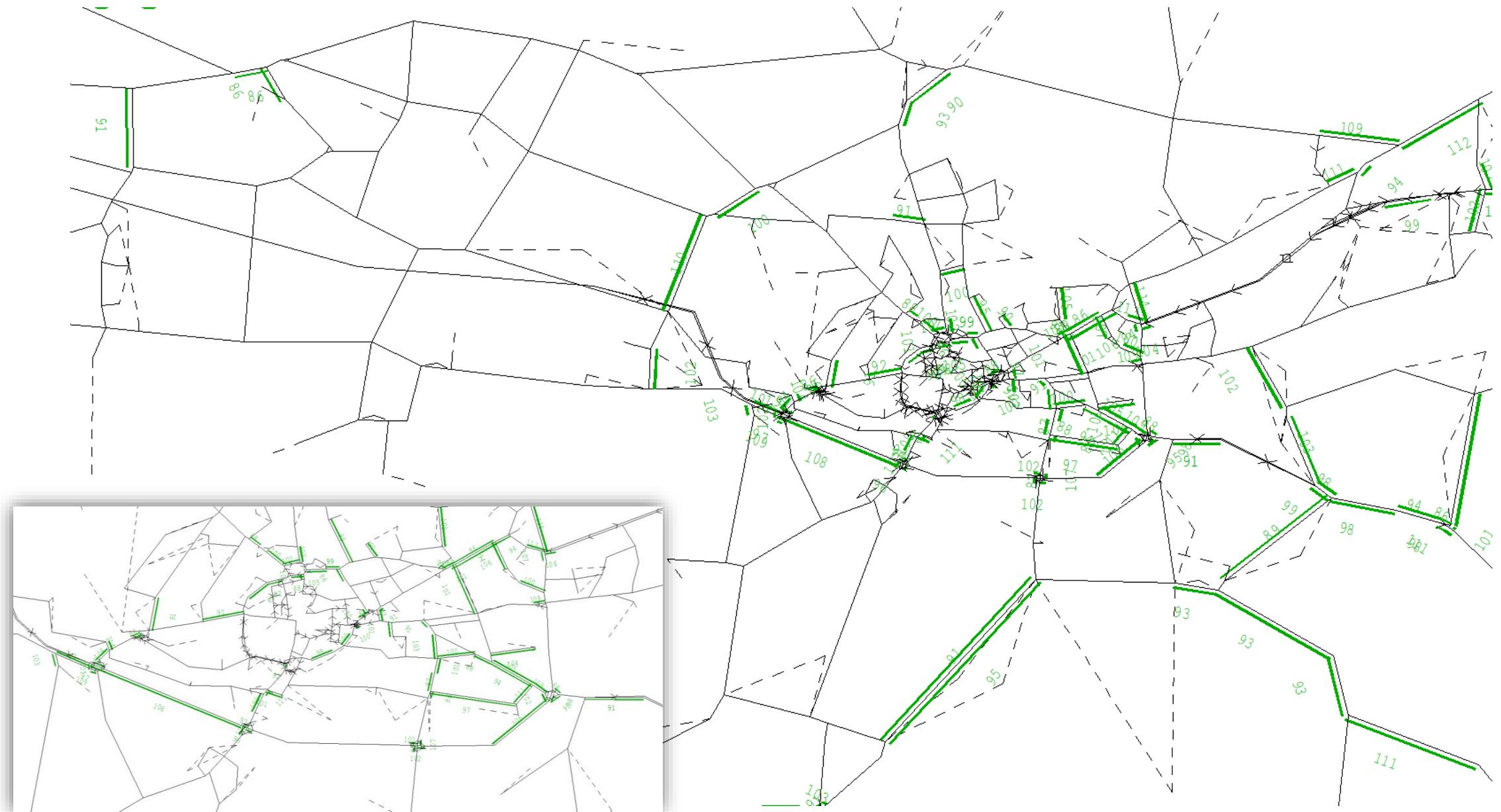


AM - 2037 Local Plan no mitigation – V/C%



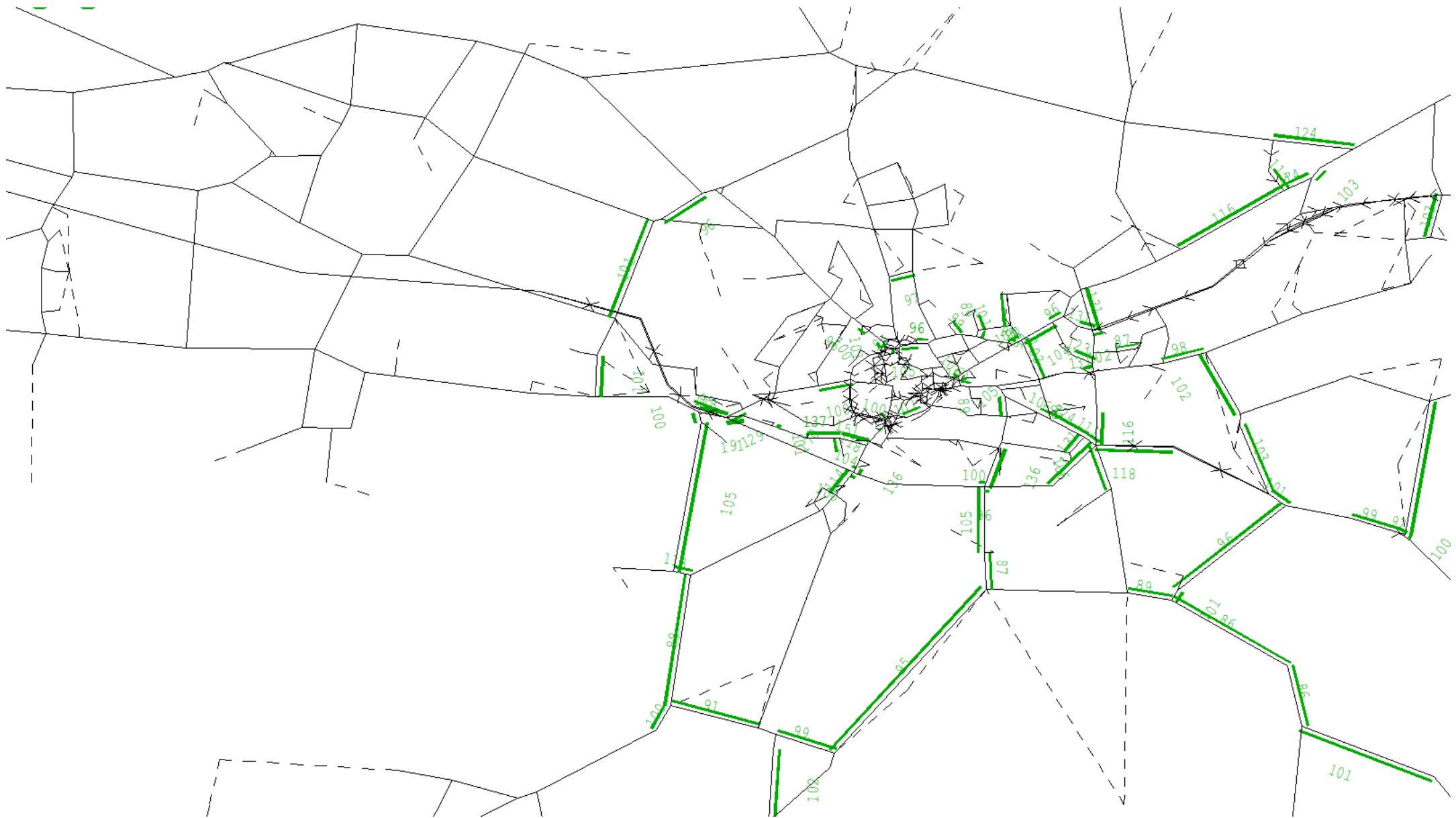


AM - 2037 Local Plan with mitigation – V/C%



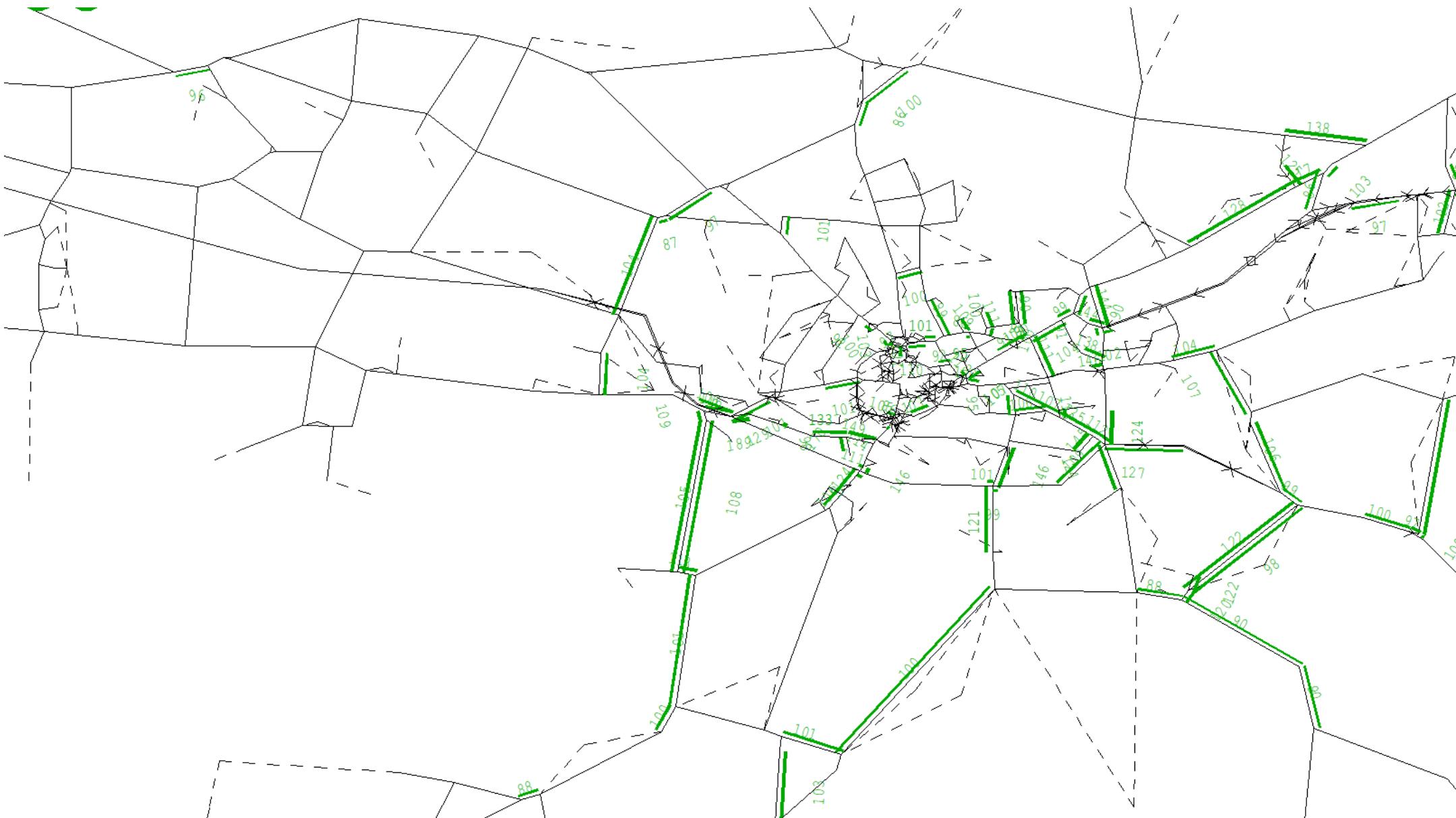


PM - 2037 Reference Case – V/C%



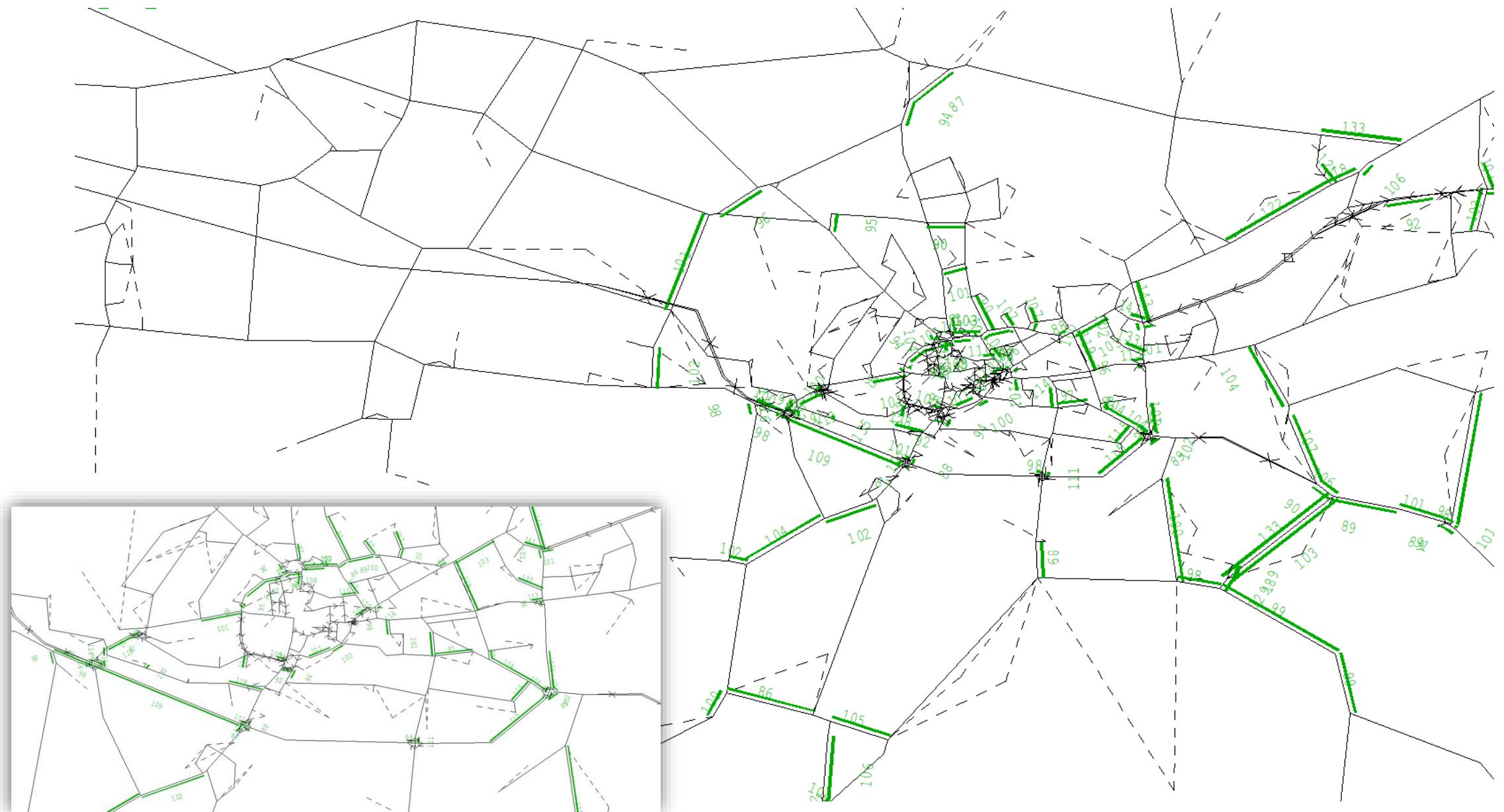


PM - 2037 Local Plan no mitigation – V/C%





PM - 2037 Local Plan with mitigation – V/C%





2037 Reference Case – AM Peak

Along the A27 the modelling in the Reference Case identifies that the junctions of Fishbourne and Bognor witness the largest V/Cs on the mainline through the junctions with Stockbridge, Whyke and Portfield showing larger V/Cs on the minor arms of the junctions. This follows the same outputs shown in the delays.

Specifically Bognor roundabout is expected to have the largest V/C of 131%.

Elsewhere, the junctions to the north of Chichester City are expected to witness V/Cs over 100%.

2037 Local Plan Without Mitigation – AM Peak

Similarly to the delay outputs, the V/Cs over the network are expected to increase as a result of the Local Plan development during the AM peak, with Fishbourne and Bognor witnessing the largest increases along the A27.

Additionally the junctions to the north of Chichester City see an increase of approximately 20% V/C from the Reference Case.

2037 Local Plan With Mitigation - AM Peak

Globally, the mitigation measures do result in a reduction in the levels of V/C witnessed in this scenario.

However, what is noticeable is the slight increases in V/C on the junctions within Chichester City itself, specifically the eastern part and the junctions in close proximity to Bognor and Portfield.

Also identified through this first run of the previous 2018 mitigation schemes is the impact at the junctions along the A27. Although overall the levels of traffic have increased along the A27, the impact of this in increasing the V/C at the signalised part of the mitigation measures at Fishbourne, Stockbridge, Whyke and Bognor roundabouts are noticeable, the highest of these being the V/C of 108% westbound at Fishbourne, with slightly less values of 95 and above being identified at the other junctions along this route.

2037 Reference Case – PM Peak

Again the Reference Case PM peak shows a similar distribution of V/Cs of greater than 85% that the locations of delay identified in the previous section.

Most noticeable are the large V/Cs greater than 100% in the Appledram Lane/A286 junctions to the south of Chichester as well as the junctions along the B2145 and Marsh Lane witnessing V/Cs of greater than 87% and 96% respectively.

Additionally smaller junctions within Chichester also see V/Cs of greater than 100%.

2037 Local Plan Without Mitigation – PM Peak

During the PM peak similarly to the AM, the levels of V/C are seen to increase when compared with the Reference Case as a result of the Local Plan development. Specifically the junction of Appledram Lane and the A259 is witnessed to see a V/C of 105, which was not identified within the Reference Case as well as at Marsh Lane/Lagness Road.

The V/C of the junctions along the A27 all witness an increase of more than 10% V/C.

2037 Local Plan With Mitigation – PM Peak

As stated in the AM peak, the mitigation does result in general reductions in V/C on the network including those within Chichester City itself and therefore, shows an improvement in the operation of the network.

Additionally, as noted within the link flow analysis the A27 witness and increase in traffic flow, which does result in slight increases at the signalised sections of the mitigation measures modelled.

Specifically noticeable is the increase of the eastbound arm at Bognor road witnessing an increase of 4% from 109% to a V/C of 115%.



Summary

The AM and PM 2037 Reference Case and Local Plan without and with previous mitigation shows that there is a general improvement of V/C percentages along the A27 as well as within Chichester City and external junctions within the district.

However, it is noted that there are slight increases in delay and V/C at the mitigation measures first identified within the 2018 study along the A27. But it is noted that the mitigation does reduce traffic on minor roads within Chichester and as such the levels of traffic along the A27 increases between the without and with mitigation Local Plan models.

It must be reiterated that the with mitigation outputs do not present the final mitigation packages, as some additional smaller measures may be required to mitigate local junctions or updated based on the output of the accident analysis.

But the plots and assessments presented within this documents provide an indicative idea of what impact the Local Plan and current mitigation packages may have on the network.



Chichester Transport Model Alternative Option to Local Plan A27 Corridor Mitigation Approach

Introduction

The current CDC Local Plan proposes a significant mitigation strategy for the district and specifically the A27 corridor. The mitigation proposals across the district are generally minor works, however the likely cost of the A27 works are likely to be significantly higher than the level of contributions that CDC are likely to be secure from the level of development defined in the Local Plan. Therefore this note seeks to provide a high level review of options, which seek to focus contributions already obtained and which will be forthcoming, to provide a material benefit to addressing the likely congestion of the Local Plan in a managed way, given that not all the schemes can be funded.

Background

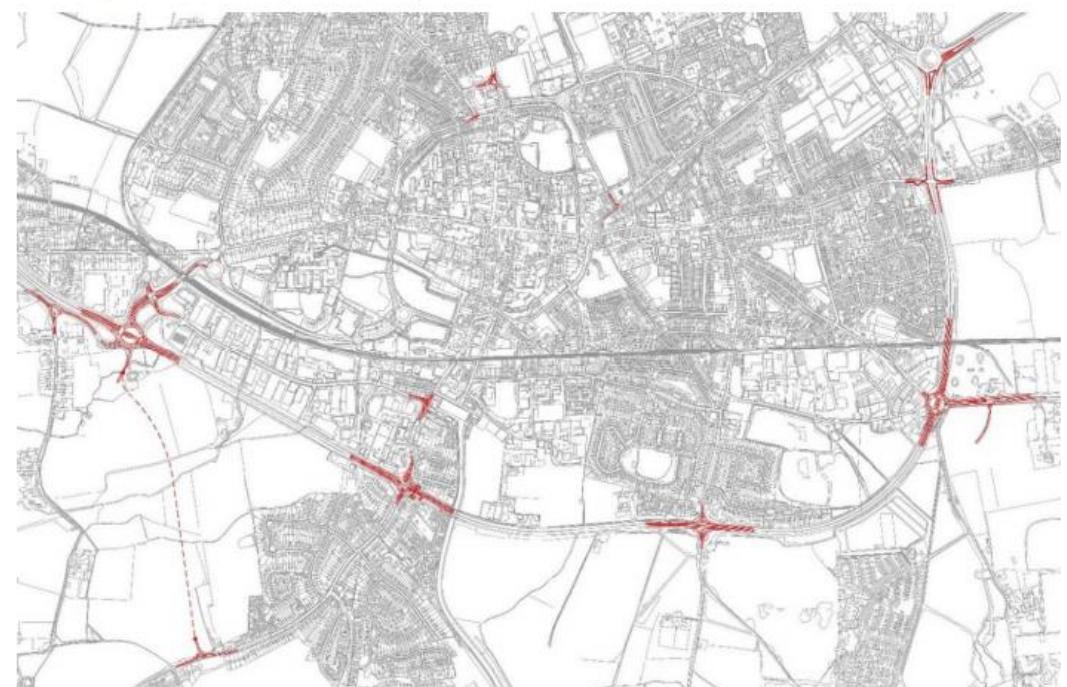
In December 2018, Stantec prepared the Chichester District Council – Local Plan Transport Study of Strategic Development Options and Sustainable Transport Measures report for CDC. The report included transport assessment to inform the preparation of the Chichester Local Plan Review (LPR) 2016-2035 including defining required mitigation schemes for the A27, City and District wide.

This document considered potential mitigation measures at the junctions identified to be impacted by the local plan development.

Nineteen (19) junctions were identified as being likely to require mitigation, 6 of them were on the A27 corridor and a new link road scheme as shown on the plan and summarised below.

- Fishbourne Road Jct
- Stockbridge RoadLink
- Stockbridge Road Jct
- Whyke Junction
- Bognor Road Jct
- Oving Road Jct
- Portfield Road Jct

The report not only set out the proposed mitigation schemes it included a set of high level costs for each of the schemes. The total cost of the A27 Corridor and link road was between £50 to £65 million based on lower and upper cost rates.

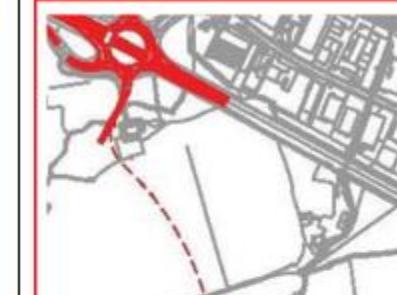
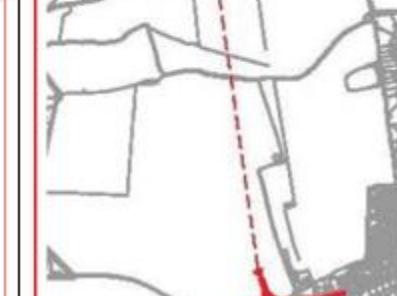




A27 Scheme Summary

The table below set out the 6 main A27 junction schemes and the proposed Stockbridge Link. The table shows the provisional concept schemes and the individual costs for each junction.

Since the report in 2018, the Portfield Road junction has been the support of an improvement scheme, similar to that previously shown right.

Fishbourne (Only)	Stockbridge Road Jct	Whyke Junction	Stockbridge Link
£5.95m	£5.85m	£5.24m	£25.2m
			
Bognor Road Jct (Only)	Oving Road Jct	Portfield Road Jct	
£10.3	£1.4m	£2.51m	
			



Provisional Modelling for Local Plan 2021

The updated modelling carried out in 2021 with the revised development quantum and locations, suggests that the previous A27 mitigation works defined for each of the junction locations is still valid and sufficient to mitigate the local plan development impact. However, the modelling is showing an increased in congestion to the east of the city at the Bognor Road and Portfield Road Jcts, even with recent improvements at the Portfield Road junction. This is likely linked to the Tangmere SDL, the increase in employment to the east of the city and an uplift in development generally to the east.

Based on the provisional modelling, it is proposed to include a future proposed mitigation scheme for the Portfield Road junction, of a similar value to previously for the purpose of this high level review.

Alternative Local Plan Options

There are a number of options being considered that will allow the optimum use of the contributions acquired by CDC as part of the local plan process.

We have considered 3 options as per below

- Option 1 (West to East)

this considers improving the junctions along the A27 individually from west to east

- Option 2 (East to West)

this considers improving the junctions along the A27 individually from east to west

- Option 3 (Ranking)

this looks at localised individual junction improvements based on low cost

With respect to Option 1 and 2, its is noted that this approach will result in increased congestion at the up or down stream junctions subject to the direction as the improvements will release congestion at those junctions, hence the need to proceed along the whole corridor releasing each bottle neck with the appropriate mitigation scheme. This approach obviously extends the period of congestion until funding can be secured to complete the whole corridor.





Alternative Local Plan Option 1 (West to East)

The table below shows that, if the improvements are started from the west to east, it means that there is a major outlay at the start as it is anticipated that simultaneously to the Fishbourne Road junction, the Stockbridge link will need to be implemented.

This phasing would also accommodate the banned movements at the Stockbridge Road and Whyke Junctions which will ban right turn movements off the A27, hence the Stockbridge Link, needs to be in place before these can be implemented.

This approach would leave the mitigation to the east to the end of the period, however the latest modelling suggests that the main increase in congestion would be to the east of the city, therefore this approach would offer limited benefit to that area until those works are forthcoming.



Fishbourne Road Jct	Stockbridge Link	Stockbridge Road Jct	Whyke Junction	Bognor Road Jct	Oving Road Jct	Portfield Road Jct
£5.95m	£25.2m	£5.85m	£5.24m	£10.3m	£1.4m	£2.51m
£31.15m		£37m	£42.24m	£52.54m	£53.94m	£56.45m



Alternative Local Plan Option 2 (East to West)

The table below shows that, if the improvements are started from the east to west. If as per Option 2A, the junctions improvements were carried out as defined on site east to west, it will raise issues in that banned movements at the Stockbridge Road and Whyke Junctions would be introduced prior to the Stockbridge Link which replaces those movements being introduced.

Therefore in reality, if the works were commenced from the east to west, then only Portfiled, Oving and Bognor would be proposed. To address the banned movements at the Stockbridge Road and Whyke Junctions, as shown in Option 2B, the Fishbourne Jct and Stockbridge link will need to be improved prior to the Stockbridge Road and Whyke Junctions being implemented.

In principle both Option 2A and 2B would bring benefit to the east of the city and seek to mitigate the increase in congestion the modelling is highlighting.



	Fishbourne	Stockbridge Link	Stockbridge Road Jct	Whyke Junction	Bognor Road Jct	Oving Road Jct	Portfield Road Jct
	£5.95m	£25.2m	£5.85m	£5.24m	£10.3m	£1.4m	£2.51m
Option 2A		£56.45m		£25.3m	£19.45m	£14.21m	£3.91m
	Stockbridge Road Jct	Whyke Junction	Fishbourne	Stockbridge Link	Bognor Road Jct	Oving Road Jct	Portfield Road Jct
	£5.85m	£5.24m	£5.95m	£25.2m	£10.3m	£1.4m	£2.51m
Option 2b	£56.45m	£50.6m		£45.36m		£14.21m	£3.91m



Alternative Local Plan Option 3 (Ranking)

There are 2 key consideration to the implementation of the individual schemes the ability to mitigate the impact of the local plan development and the ability to fund the schemes. Based on there being limited funds, then the focus should be to the east, with Portfield Road Junction ranked the most urgent followed by Bogner Road junction. This would require initially an allowance of circa £2.51m, followed by an additional £10.3m.

Funding

A key aspect is the funding of the 3 alternative options. To secure the benefit of each of the options, the councils contribution process, will need to treat the A27 as a single scheme. If developments impact on any of the junctions along the A27, their contributions are held in a single fund, this will allow the Council to build up a single fund and not have piecemeal sums against each junction, which will never reach the full sum required to complete the scheme. In principle, with this method, you can build a pot and when it reaches sufficient funding for a single scheme, those works can be progressed. The fund is then continually added to until the next junction trigger cost is met.

Possible New Approach

Before the Covid 19 pandemic, a new approach to transport is being considered. The historical way known as predict and provide, where you forecast the future flow patterns for the weekday peaks and build out mitigation schemes to meet those requirements is being challenged to a more practical approach known as predict and manage. This approach still looks to forecast demand, but also seek to influence travel choices and follow recent trends showing a reduction in short journeys by car and a lessening in car ownership especially with the growth in town centre living, where parking is limited.

An example of this is how during school holidays, there is generally a reduction in trips of between 15-20%, that level of reduction, generally means that congestion is significantly reduced, journey times are reduced and the road network is closer to being free flow. The Covid 19 situation has exacerbated this situation, when during lock down the level of traffic was reduced even further than in the school holidays. Although traffic flows are increasing the changes in employment trips specifically are leading to lesser vehicles on the road during the peaks, which in the future is likely to become the “new normal”.

The issue is that the industry is in transition and key statutory bodies such as local highway authorities, Highways England and Department of Transport are only just considering predict and manage, their premise is still to build to mitigate the forecast flows. This could result in major and expensive junction improvements being implemented that in a few years, if flows lessen provide well in excess of the capacity required.

Way Forward

On the premise that there is no scope to secure the funding for all the A27 corridor improvements as a single package between now and 2035, then from the 3 approaches considered, it is suggested that CDC begin with Option 3 and then as funds become available move towards Option 2. In part this approach would delay the implementation of some of the higher costing schemes and delay the introduction of banned movements on the A27.

To progress with this approach a new mitigation scheme for Portfield Road Junction will need to be proposed.



Chichester Transport Model Quantum of Development



Quantum of Development

For the Local Plan assumptions to be completed the infrastructure package is required to mitigate the proposed total quantum of development. There may be possibility for certain developments to progress with limited need for mitigation either on the A27 or locally.

Development Distribution

The location of the developments in part define their impact on the highway network and especially the A27. The predominant movement is generally east to west, in terms of live/work, with a high percentage of employment focused in Portsmouth and Southampton.

Therefore developments as defined below will have a negligible or lower impact on the A27

- City Centre developments with low car or car free
- Developments to the north of the city
- Developments to the west of the city

Phasing

Obviously development is generally led by demand or developers, as such it is problematic to formally control, but there may be scope to advance the developments in the locations above, thus phasing development across the district and seeking to manage the impact on the A27 corridor between Fishbourne and Portfield Road which is the principle mitigation corridor.

Development Clusters

The decision to relocate or promote a higher proportion of employment to the east of the city, has placed added pressure on the Bognor and Portfield Road junctions.

Percentage of Local Plan Released

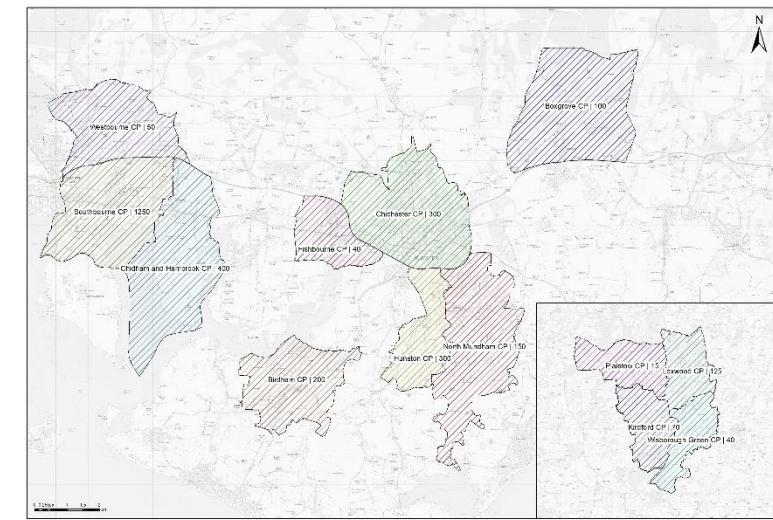
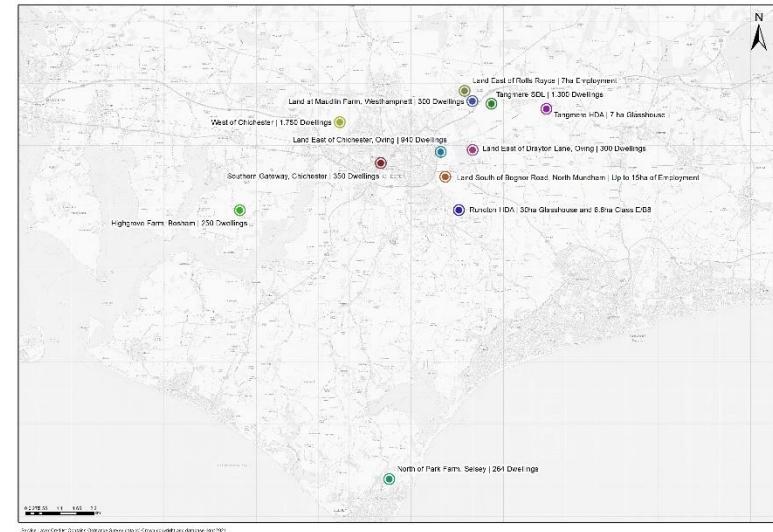
The development distribution suggests that 10 to 20% of the Local Plan development proposals may be able to come forward with limited impact on the A27 corridor. This level of development would suggest a build out year of circa 2024/5, if the level of build out can be maintained (multiple developers) as forecast which is 3 times current 150 pa rate for an individual contractor.

Way Forward

The optimum approach would be to follow Option 3 and seek to generate an A27 pot, so as to focus on securing one/two junction improvements (likely eastern section of corridor) and look to promote sites which are remote or have limited impact on the A27 corridor.

The later is problematic as there is no real means to prevent development without supporting policy's, as such there may be an increase in challenges leading to public inquiry's.

The other key aspect is to maintain the funding process across multiple departments.





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For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
0003	28/06/2021	Update based on CDC comments	DC	PB	PB
0005	17/07/2021	Additional Updates	DC	PB	PB

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