

**Green Travel Plan For Barratt David Wilson
Homes Southampton's Rosewood Development
At The Former Osbourne Refrigeration Plant,
Rose Green Road, Aldwick, Nr Bognor Regis.**

**Report: JS/164/GTP
Date: 2nd April 2009
Status: Draft**

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1.0 Introduction

- 1.1 Barratt David Wilson Homes Southampton's Rosewood development is located at the former Osbourne Refrigeration Factory, Rose Green Road, Aldwick, please refer to Appendix A for the Site Location Plan.
- 1.2 A scheme for 90 units has been approved by Arun District Council on the 25th March 2008, planning consent reference AW/245/07. A copy of the planning consent is contained in Appendix B.
- 1.3 The development consist of the following mix of accommodation:-

Description	Nr
4 Bed 7 Person House	16
4 Bed 6 Person House	25
3 Bed 5 Person House	6
2 Bed 4 Person House	11
2 Bed 4 Person Coach House	1
2 Bed 3 Person Coach House	3
2 Bed 3 Person Maisonette	4
1 Bed 2 Person Maisonette	4
2 Bed 3 Person Apartment	15
1 Bed 2 Person Apartment	5
Total	90

- 1.4 The accommodation mix on site comprises of 54 open market residential units and 36 affordable housing residential units.
- 1.5 The Local Authority (Arun District Council) has recognised the requirement for the development to be subjected to a Green Travel Plan as determined by the inclusion of condition 13 of the planning consent.
- 1.6 The Green Travel Plan will consider the present travel conditions at the site and then suggest achievable measures to promote more sustainable measures of travel as alternatives.

2.0 Existing Environment

- 2.1 The development is located approximately 2.5 kilometres north west of the village of Aldwick, West Sussex.
- 2.2 The development is accessed from Rose Green Road.
- 2.3 Rose Green Road itself is an adoptable highway approximately 7.30m wide with pedestrian footpaths along either side. The road is subject to a 30 mph speed limit and has street lighting
- 2.4 Rose Green Road provides the main connection into Aldwick village and the Chichester/A27 corridor, however there are two other roads being the A259 Chichester to Bognor road and the B2166 Runcton to Aldwick road that provide a higher standard and more strategic link to the north and west side of Bognor.
- 2.5 A 7 day automatic count to determine the existing traffic flows along Rose Green Road was undertaken in August 2007 and the results are summarised below.

7 Day Count August 2007	South East Bound (into Aldwick)	North West Bound (out of Aldwick)	Total (Both Directions)
AM Peak	192 (14)	266 (16)	458 (30)
PM Peak	350 (13)	295 (19)	645 (32)
12 Hr Day	2870 (166)	3277 (199)	6147 (760)
24 Hr Day	3533 (189)	3999 (225)	7532 (414)
7 Day Ave.	3381 (162)	3864 (195)	7245 (357)

Note: (1) Figures in brackets represent goods vehicle movements
(2) Survey conducted by Richard Parker Consultancy September 2007

- 2.6 The traffic count indicates higher flows of traffic towards Chichester in the morning and higher flows towards Aldwick in the afternoon.
- 2.7 The three year collision record (1st July 2004 – 30th June 2007) identifies that only one serious injury and one slight injury have occurred along Rose Green Road. A copy of West Sussex County Council's three year collision record is contained in Appendix C.

- 2.8 The frequency and deposition of accidents does not indicate any serious deficiencies in the road network.
- 2.9 All roads within the residential built up area have footpaths along either side with associated street lighting providing safe, well lit pedestrian access.
- 2.10 Traffic control with pedestrian crossing is also provided at the cross road junction of Grosvernor Gardens and Nyetimber Lane providing safe pedestrian access to local shops and leisure facilities.
- 2.11 The development is well located to all essential services as summarised below.

<u>Local Facility</u>	<u>*Distance (approx)</u>
Nearest Bus Stop	150m
Retail Outlet	200m
Recreational Ground	300m
Food Store	400m
Large Range Of Retail Shops	650m
Church	700m
Large Recreational Ground	900m
Surgery	950m
Library	950m

*Note: Distances are taken from centre of proposed development

- 2.12 The location of these facilities is identified on the Accessibility Plan contained in Appendix D.
- 2.13 There are no dedicated cycle facilities in the vicinity of the development however the existing topography of the area is flat and the roads relatively lightly trafficked, reasonably wide and well lit so cycle use of the existing carriageways should not be a hazardous or unpleasant activity.
- 2.14 There are two bus services convenient to the development and these locations are identified on the Accessibility Plan (Appendix D).

- 2.15 The services from these bus stops are summarised below and detailed on the Local Bus Service Map contained in Appendix E.

<u>Service</u>	<u>Route</u>	<u>First/ Last Bus</u>	<u>Weekday Frequency</u>		<u>Sunday Frequency</u>
			<u>daytime</u>	<u>Evening</u>	
Stagecoach 60	Bognor-Aldwick- Nyetimber-Pagham- Pagham Rd-Chichester- Midhurst	06:55- 23:04	2	1	1 10:00-18:00
Stagecoach 61	Rose Green-Aldwick- Bognor-BR Community College-Bognor-Aldwick- Rose Green	07:03- 18:27	1	-	-

- 2.14 Bognor Regis railway station is located just over 3 kilometres from the development and is served by both Stagecoach bus services.

3.0 Green Travel Plan Objectives

- 3.1 The principal objective of the Green Travel Plan (GTP) is to try and reduce the number and length of single occupancy car travel to and from the development.
- 3.2 In order to achieve the GTP objectives a number of key measures are identified:-
 - a) Reduce reliance on the car through the reduction in the length and number of motorised journeys, in particular those journeys carried out in a single occupancy vehicle.
 - b) Promote the use of alternative means of travel that are more sustainable and environmentally friendly.
- 3.3 From the two key measures above a number of subsidiary objectives can be identified to assist in meeting the primary objectives. These subsidiary objectives are identified as:-
 - a) Increase the level of walking and cycling to local destinations from the development.
 - b) Increase the opportunities for car sharing within the development.
 - c) Promote public transport as a viable means of travel for work and leisure purposes.

4.0 Green Travel Plan Strategy

Promote Walking

- 4.1 In order to promote and encourage walking to and from the development it is essential that safe routes are provided. As detailed earlier within the report the existing network provides well lit footpaths both sides of all roads within the local area and, together with pedestrian crossings, provide safe pedestrian access routes to local amenities.

Promote Cycling

- 4.2 In order to promote and encourage cycling to and from the development the following provisions and incentives provided by the developer are suggested:-
- a) Provision of high quality secure cycle storage by means of dedicated cycle stores to apartment blocks and either garages or lockable sheds housing.
 - b) Provision of visitor cycle racks within the development.
 - c) Provision of a high visibility vest to each residential property to promote safe cycling.
 - d) Issue of safety advice leaflets.

Car Sharing Scheme

- 4.3 Car sharing is a simple and effective way to quickly reduce the number of lone car trips. westsussexcarshare.com is an existing car sharing database supported by West Sussex County Council providing a free website where persons looking to car share can register and meet car users making similar journeys. Promotion of the car share scheme can be provided by distributing a detailed leaflet to each residential property on the development.

Public Transport

- 4.5 In order to promote the use of public transport by the proposed residents, details of the existing local bus and train services could be provided together with contact details and website addresses to ensure information is readily available to maximise knowledge amongst residents.

5.0 Green Travel Plan Implementation

- 5.1 The information and provision recommended in the strategy will need to be provided prior to occupation of each unit.
- 5.2 The detailed information and leaflets could be included as part of a Green Travel Plan Welcome Pack to be provided by the Developer to each residential property.
- 5.3 The Developer can also provide a Green Travel Plan Checklist to provide to the Local Authority as evidence of compliance with the GTP. A copy of the draft Checklist is contained within Appendix F.

Appendix A – Site Location Plan

Appendix B – Arun District Council Planning Consent

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