

**CAFFYNS VOLVO,
ANGMERING**

Proposed Car Showroom

Travel Plan Statement

**Prepared on behalf of Caffyns
PLC**

2021/5891/TPS03

December 2021

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DOCUMENT CONTROL

Project: Caffyns Volvo, Angmering
Proposed Car Showroom

Document: Travel Plan Statement

Client: Caffyns PLC

Reference: 2021/5891/TPS03

Document Checking:

Author:

Date 14/12/21

Checked by:

Date 15/21/21

Approved by:

Date 15/21/21

Status:

Issue	Date	Status	Issued by
1.	15/12/2021	Draft	BCC
2.	16/12/2021	Final	BCC
3.			
4.			
5.			
6.			
7.			

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Plan 01 Site location and Accessibility Plan

Appendix A Site layout plan

1 INTRODUCTION

1.1 Background

- 1.1.1 This Travel Plan Statement is prepared by RGP on behalf of Caffyns PLC in relation to the proposed development of land to the east of Roundstone Lane, Angmering, West Sussex, BN16 4BD (the site). The site lies within the jurisdiction of Arun District Council (ADC), as Local Planning Authority and West Sussex County Council (WSCC), as Highway Authority.
- 1.1.2 The application site is located on vacant land on the eastern side of Roundstone Lane and approximately 1 kilometre to the south of Angmering village centre. The site forms part of a wider Caffyns development which was recently developed to the east of the application site in 2016 to provide a new Caffyns Audi showroom with associated parking provision under planning reference: A/162/15/PL, blue land as illustrated in **Figure 1.1** below.

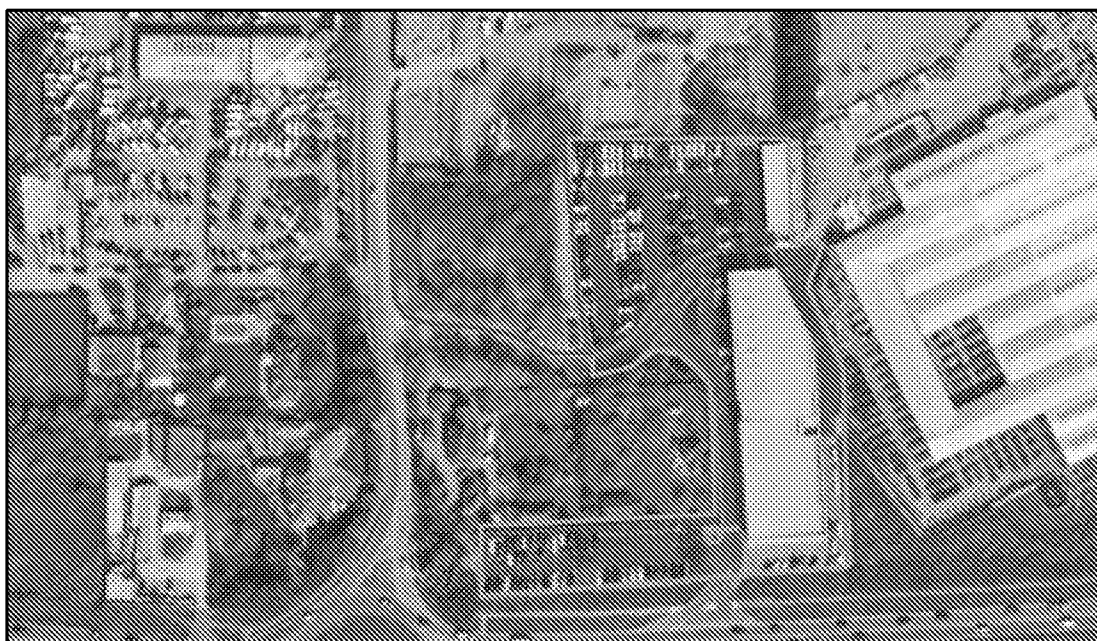


Figure 1.1: Site Location

- 1.1.3 The development proposals consist of the creation of a new car showroom to be operated by Caffyns Volvo. The architect's layout (Drawing 3661-SRA-XX-XX-D-A-09-001-P02) prepared by SRA Architects is contained within **Appendix A**.
- 1.1.4 A Transport Statement (Reference: 2021/5891/TS02) has been prepared by RGP, which outlines the forecast transport impact of the development proposals in detail, therefore this Travel Plan Statement should be read in conjunction with that document.

1.1.5 This Travel Plan Statement outlines the opportunities for sustainable travel to and from the development, targeting staff members. It details measures and initiatives to be implemented with the aim of reducing reliance on the private car, should planning permission be granted.

1.1.6 Email correspondence from Officers at WSCC received on 19th October 2021, outlined that a Travel Plan Statement with suitable measures should be produced alongside a Transport Statement, as such, this Travel Plan Statement satisfies the request of Officers at WSCC.

1.2 Travel Planning Policy

1.2.1 The need to manage transport in new developments is embedded within national, regional and local policy, with the need to reduce car dependency, increase travel choices and encourage sustainable travel supported by the National Planning Policy Framework (NPPF) which states that all developments which will generate significant amounts of movement should be required to provide a Travel Plan (Paragraph 111). Whilst this proposal does not generate 'significant' amounts of movement, this Travel Plan Statement has been prepared nevertheless to reduce the impact of the development on the surrounding area.

1.3 Travel Planning Benefits

1.3.1 Although a Travel Plan Statement is a more condensed document than a full Travel Plan, the key objectives and principles remain the same. This section outlines the purpose of providing Travel Planning for new developments and details the concepts of sustainable travel to be promoted to the future occupants of the site.

1.3.2 Travel Planning is a strategy through which journeys to and from a location are managed. It comprises a package of measures tailored to the needs of an individual site and is aimed at promoting greener, cleaner travel choices by reducing reliance on the private car. The introduction of such measures can reduce the impact of traffic generation whilst also bringing a range of benefits to individuals and the local community.

1.3.3 In some instances, it is not practical to achieve modal shift from single occupancy car to a more sustainable mode. However, by promoting existing transport options and offering a range of alternatives, travel planning can maximise awareness of opportunities for individuals to travel sustainably and contribute to improving the local environment and their own personal health and well-being.

1.3.4 It is widely recognised that it is easier to achieve modal shift from single occupancy car to walk, cycle or public transport when regular journeys are made, as often the main barrier is unawareness of the existence of realistic and practical alternatives.

1.3.5 Travel Planning can:

- (i) Make local streets less congested, less dangerous, less noisy and less polluted;
- (ii) Enhance public transport;
- (iii) Improve the environment and routes available for walking and cycling; and
- (iv) Help create a place which is better to live in, work in and visit, which in turn can attract investment.

2 KEY AIMS OF THIS TRAVEL PLAN STATEMENT

- 2.1 This Travel Plan Statement identifies a strategy to promote more sustainable travel and to offer realistic transport choices for all journeys associated with the proposed redevelopment of the site. These include commuting journeys by staff and journeys made by customers.

The Key Aims of this Travel Statement are to:

- Provide staff and visitors with greater information as to the alternative modes of travel available when travelling to and from the site;
- Identify opportunities to provide new infrastructure to support sustainable modes of travel for staff;
- Promote the use of alternative modes of travel; and
- Support staff to achieve a shift in travel behaviour away from single occupancy car travel towards more sustainable modes of transport.

- 2.2 The overall aim of the Travel Statement therefore is to reduce reliance upon the private car by effecting a change in attitude to travel and increasing awareness of alternative modes and the associated benefits of sustainable transport.

- 2.3 It should be noted that a Travel Plan Co-ordinator (TPC) is not required as part of the process of a Travel Plan Statement, as the role of the TPC is to ensure implementation of measures, monitoring and review which is generally associated with the provision of a full Travel Plan. In this instance, the measures identified throughout the Travel Plan Statement would be implemented and promoted to staff by the operator of the commercial unit prior to occupation of the development.

3 BASELINE CONDITIONS

3.1 Site Location

- 3.1.1 The location of the site in the context of the surrounding area and highway network is illustrated on **Plan 01**, attached hereto.
- 3.1.2 As shown, the application site is located on vacant land on the eastern side of Roundstone Lane and approximately 1 kilometre to the south of Angmering village centre. The site forms part of a wider Caffyns development which was recently developed to the east of the application site in 2016 to provide a new Caffyns Audi showroom with associated parking provision.
- 3.1.3 The site is also bound by a recently constructed residential development to the north of the site for 30 residential dwellings (Quiet Waters scheme), whilst there is a large car dealership on the western side of Roundstone Lane opposite the site.
- 3.1.4 The existing access road aligning the southern boundary of the site currently serves a large servicing/valet car park associated with the existing Caffyns Audi site and as a servicing access only to the rear of the Haskins Garden Centre to the east. The access road meets Roundstone Lane at the south-western corner of the application site.
- 3.1.5 Roundstone Lane is subject to a 30mph posted speed limit in the vicinity of the site and meets the A259 at a four-arm roundabout junction approximately 85 metres south of the site.
- 3.1.6 The A259 forms a locally strategic south coast route connecting Emsworth in Hampshire to Folkestone in Kent, which facilitates access to Chichester, Bognor Regis, Littlehampton, Ferring, Worthing, Lancing, Shoreham-by-Sea and Portslade, running parallel with the A27. To the east of the application site, the A259 connects with the A280 Angmering Bypass, heading in a north easterly direction where it connects with the A27.

3.2 Accessibility Credentials

- 3.2.1 In accordance with relevant national, regional and local planning policy objectives, a review of the existing transport infrastructure and services within the vicinity of the site has been undertaken.
- 3.2.2 In addition, the travel / journey planning information at <http://westsussex.odmf.info/public/bus.htm> will be promoted to staff members.

Walking and Cycling

- 3.2.3 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2 kilometres and 5 kilometres respectively. These are considered the preferred maximum distances as outlined in the CIHT Guidelines for Providing Journeys on Foot (2000).
- 3.2.4 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for local car trips, thus reducing the traffic volumes on the surrounding highway network. **Plan 01** attached hereto, indicates the site's location relative to local amenities and transport infrastructure.
- 3.2.5 The western side of Roundstone Lane benefits from street lighting and a circa 1.5 metre wide footway which continues along its length, facilitating access to the residential communities and village centre of Angmering to the north.
- 3.2.6 Over short distances, cycling is often quicker than using a car and more flexible than using public transport.
- 3.2.7 In terms of cycle infrastructure, the South Coast Cycle Route (S.C.C.R.) is located c. 200m to the south of the application site, providing cycle links to Littlehampton, East Preston, Rustington and a connection to the National Cycle Network Route (NCNR) 2 (6km to the west of the site), for example.
- 3.2.8 To plan your ideal cycle route, follow <http://cyclejourneyplanner.westsussex.gov.uk/> for help planning your journey to/from the site.
- 3.2.9 Additionally, the local topography is flat and therefore considered conducive to journeys on foot and by cycle.
- 3.2.10 It is therefore considered that there are realistic opportunities for staff to travel to / from the site by active modes (walking /cycling).

Local Bus Services

- 3.2.11 The application site benefits from being within short walking distance of a number of bus stops serving a wide range of bus services. The nearest bus stops to the site are located on Poundstone Lane called the 'Quiet Waters' bus stops, situated immediately to the north of the junction with the site access as shown on **Plan 01**. This bus stop serves bus routes 8 and 9 (1 service per hour in each direction) facilitating direct access to Angmering, Littlehampton, Shoreham-by-Sea and Worthing.

3.2.12 **Figure 3.1** below, summarises the services available locally, including typical frequencies and the hours of operation.

BUS ROUTE	Route	Frequency
8	South Ferring - Worthing Pier (School)	Mon-Fri: 1 service outbound and inbound
9	Littlehampton - Angmering - Worthing - Shoreham-by-Sea	Mon-Fri: every hour
700	Brighton - Worthing - Littlehampton - Arundel	Mon-Sat: every 10 mins Sun: every 20 mins
X5	Littlehampton - Holmbush Centre (Pick-up/set-down)	Thu: 1 service outbound and inbound

Figure 3.1: Bus Timetable Information

3.2.13 Further information regarding routes and timetable information can be found at www.traveline.info/ and www.westsussex.gov.uk/publictransport.

Local Rail Services

3.2.14 Angmering railway station is located within approximately 1.3 kilometres of the site, which is directly accessible on-foot (a 16-minute walk). Angmering Station is situated on the West Coastway Line managed by Southern Railway and provides frequent services to local and regional destinations including Brighton, Chichester, Clapham Junction, Gatwick Airport, Havant, London Victoria, Portsmouth, Southampton and Worthing.

3.2.15 On the basis of the above, it is apparent that there is a range of opportunities for rail travel to / from the site. Further information including live arrival/departure times and station facilities can be found at: www.nationalrail.co.uk.

3.3 Summary of Baseline Conditions

3.3.1 It is anticipated that staff and customers would travel by private vehicle to / from the site due to the operational nature of the proposed development, however, there are many opportunities to travel by active and public transport modes in the vicinity of the site which can help reduce the reliance on the private car through communication of available local transport modes outlined within this Travel Plan Statement.

3.3.2 The measures contained within this Travel Plan further seek to increase the awareness and use of sustainable transport modes.

4 DEVELOPMENT PROPOSALS

4.1 Scheme

- 4.1.1 The development proposals consist of the creation of a new car showroom to be operated by Caffyns Volvo. The architect's layout (Drawing 3661-SPA-XX-XX-D-A-09-001-P02) prepared by SRA Architects is contained within **Appendix A**.

Access

- 4.1.2 Vehicular access to the site would be provided via an existing access road which currently takes access from Roundstone Lane at the south-western corner of the site. The existing access road is a private road and currently serves a large parking and servicing area for the Caffyns Audi site and a goods/servicing access only to the rear of the Haskins Garden Centre to the east.
- 4.1.3 A new access to the site would be provided from the northern side of the access road which would be suitable to accommodate two-way vehicle movements by cars and suitable to accommodate the movement of large articulated vehicles, for example.

Car Parking

- 4.1.4 The development proposals would provide a total of 8 customer parking spaces (incl 1 no. accessible), 20 Service spaces, 5 Demonstrator spaces, plus 36 display vehicle spaces.

4.2 Electric Vehicle Parking

- 4.2.1 With regard to electric vehicle parking, West Sussex County Council: Guidance on Parking at New Developments (2020) states: "In order to respond to changing needs, it is important that developers consider the likely demand for electric charging points within new developments, and how this is likely to change over time. Developers should identify ways to cater for this demand within the design of new developments as part of the overall provision of parking facilities. This could include: for example, a mix of spaces with active charging facilities and passive provision, i.e. ducting to allow facilities to be brought into use at a later stage.". There is potential to provide EVC points as part of the development proposals, if required. Electric charging points are indicated with orange dots within **Appendix A**.

Cycle Parking

- 4.2.2 Sufficient cycle parking would be provided on the site for staff, including 8 spaces for staff and 3 for visitors, in accordance with WSCC's 'Guidance on Parking at New Developments (2020)' document, in order to encourage and promote active modes of travel to / from the site amongst staff. This would also offer a realistic travel option given that most staff would reside within the local area and would further help to reduce car parking demand.

5 MEASURES AND INITIATIVES

- 5.1.1 This section sets out the bespoke travel initiatives that would be introduced by the development. The measures detailed herein are principally aimed at staff, although all users are encouraged to travel sustainably, where possible.
- 5.1.2 A combination of 'hard' infrastructural and 'soft' information-led measures are necessary to encourage reduced dependency on the private car.
- 5.1.3 Due to the nature of the site, a Travel Plan Co-ordinator (TPC) would not be appointed, however the Site Manager will act as the point of contact for travel related matters, if required.
- 5.1.4 The measures identified through this Travel Plan would primarily be implemented and promoted to staff by the operator prior to the operation of the expanded development. The benefits of reducing reliance on the private car would be communicated to staff through the recruitment process and internal communications to allow informed travel choices to be made.

Car Sharing

- 5.1.5 Staff will be encouraged to car-share, either informally, or by way of www.westsussex.gov.uk/carsharing, a free journey matching website. Car sharing brings environmental benefits as well as saving sharers money on fuel. A savings calculator can be accessed here: <https://liftshare.com/uk/savings-calculator>.

Local Staff Recruitment

- 5.1.6 It is generally accepted that once the travel patterns of individuals have been established it is more difficult to encourage them to change from using their private car to more sustainable modes of transport. A vital element of this Travel Plan therefore is to target new staff to highlight the benefits of using more sustainable modes from the outset.
- 5.1.7 A local employment policy will be implemented when recruiting staff to facilitate car sharing, as far as possible. The workforce can be recruited through local job centres as by virtue of this, the majority of staff will reside local to the site.
- 5.1.8 In addition, staff shift patterns would generally be timetabled outside of the peak hours to minimise traffic congestion and there would be an element of flexibility in order to facilitate car sharing.

Electric Vehicle Charging Provision

- 5.1.9 In response to the growing number / roll-out of electric vehicles, electric vehicle charging would be provided as part of the development proposals.

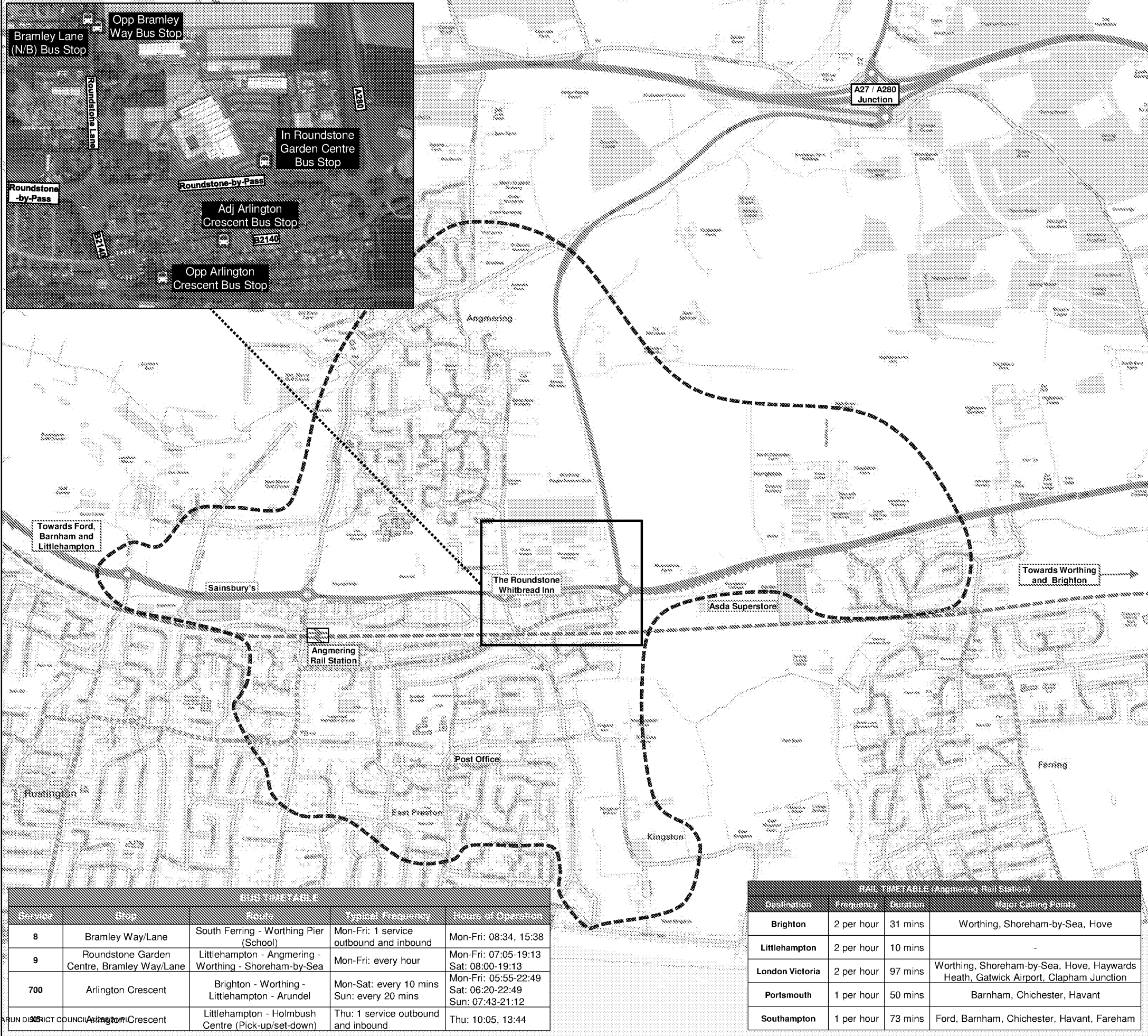
Cycle Related

- 5.1.10 As detailed previously, the site would include 8 cycle parking spaces for staff and 3 cycle parking spaces for visitors. Employees may also be able to purchase a bicycle through a 0% interest loan (cycle to work scheme). The 1999 Finance Act introduced a scheme whereby employers can loan bicycles and cycle equipment to staff as a tax-free benefit.
- 5.1.11 Additionally, a puncture repair kit and bicycle pump would be made available on-site which can be requested at the front desk.

5.2 Effectiveness of Travel Plan Measures

- 5.2.1 It is considered that the above measures will act to promote the use of alternatives to the private car, as far as possible and thus meet the overall aim of a Travel Plan.

PLANS



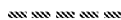
LEGEND



SITE LOCATION



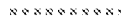
RAIL STATION



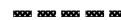
RAILWAY



LOCAL BUS STOPS



SOUTH COAST CYCLE ROUTE



2KM WALK ISOCHRONE



LOCAL AMENITIES



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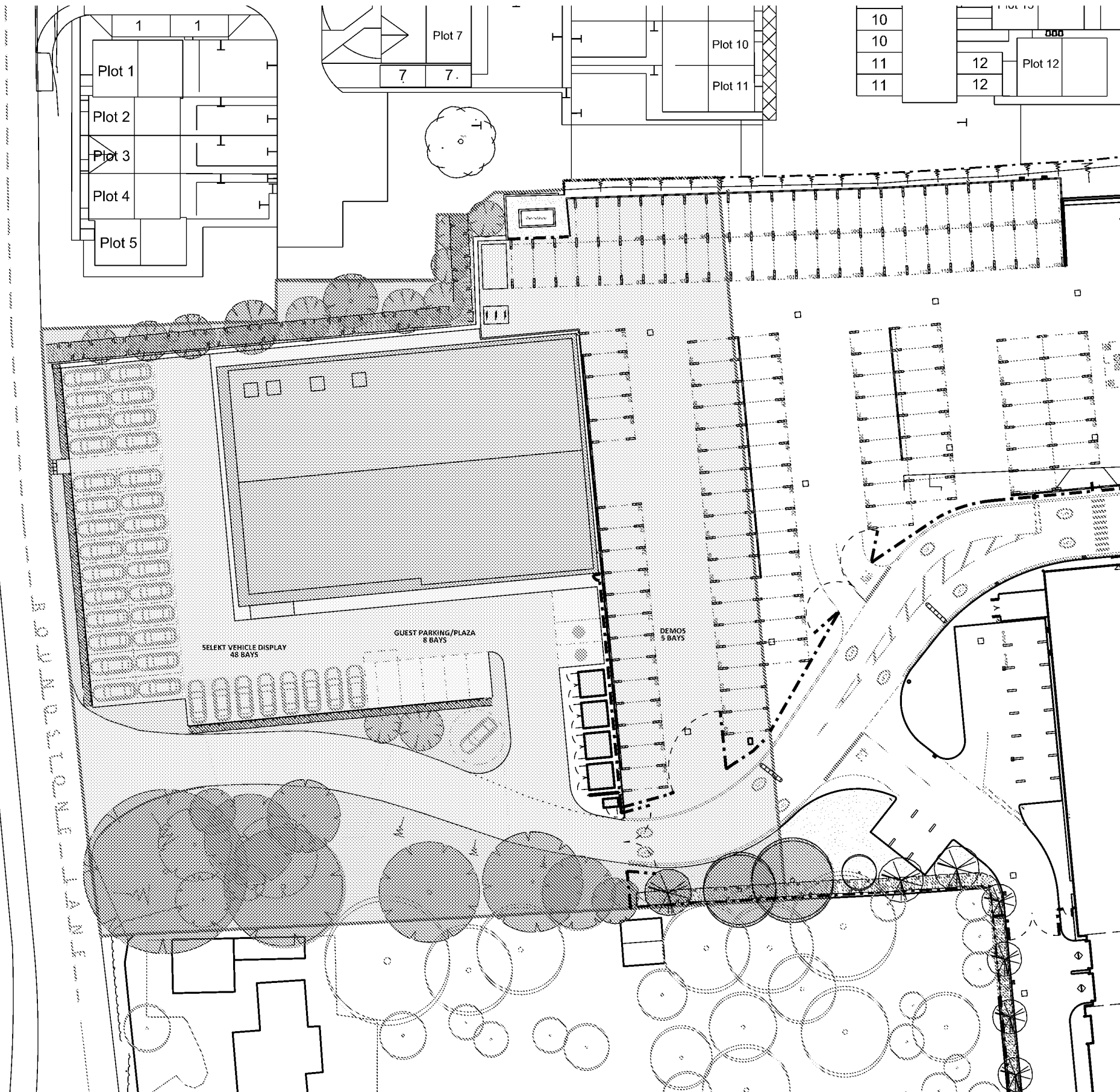
Project: Caffyns Volvo – Angmering

Title: Site Location and Accessibility Plan

BUS TIMETABLE				
Service	Stop	Route	Typical Frequency	Hours of Operation
8	Bramley Way/Lane	South Ferring - Worthing Pier (School)	Mon-Fri: 1 service outbound and inbound	Mon-Fri: 08:34, 15:38
9	Roundstone Garden Centre, Bramley Way/Lane	Littlehampton - Angmering - Worthing - Shoreham-by-Sea	Mon-Fri: every hour	Mon-Fri: 07:05-19:13 Sat: 08:00-19:13
700	Arlington Crescent	Brighton - Worthing - Littlehampton - Arundel	Mon-Sat: every 10 mins Sun: every 20 mins	Mon-Fri: 05:55-22:49 Sat: 06:20-22:49 Sun: 07:43-21:12
955	Angmering Crescent	Littlehampton - Holmbush Centre (Pick-up/set-down)	Thu: 1 service outbound and inbound	Thu: 10:05, 13:44

RAIL TIMETABLES (Angmering Rail Station)			
Destination	Frequency	Duration	Major Calling Points
Brighton	2 per hour	31 mins	Worthing, Shoreham-by-Sea, Hove
Littlehampton	2 per hour	10 mins	-
London Victoria	2 per hour	97 mins	Worthing, Shoreham-by-Sea, Hove, Haywards Heath, Gatwick Airport, Clapham Junction
Portsmouth	1 per hour	50 mins	Barnham, Chichester, Havant
Southampton	1 per hour	73 mins	Ford, Barnham, Chichester, Havant, Fareham

APPENDIX A



Caffyns Volvo Worthing

Drawing Title
Site Plan

Amendments
Planning Issue

Drawing No.
3661-SRA-XX-XX-D-A-09-001

Revision
P02

Project No.	Originator	Project	Target	Form	Date	Revision	Number
MR	MR	-	-	-	15/12/2021	PLANNING	

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