



STORE PROPERTY INVESTMENTS LTD
PROPOSED MICRO DRIVE-THRU
WORTHING ROAD, LITTLEHAMPTON

TRANSPORT STATEMENT

JANUARY 2017



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WORTHING ROAD, LITTLEHAMPTON**

TRANSPORT STATEMENT

JANUARY 2017

Project Code:	SPRustington7.1
Prepared by:	RG
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**Store Property Investments Ltd
Proposed Micro Drive-Thru
Worthing Road, Littlehampton
Transport Statement**

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1 Introduction

- 1.1 Mayer Brown Ltd have been instructed by Store Property Investments Limited to provide highways and transport related assistance in support of a proposed planning application for a small drive-thru coffee outlet on a vacant piece of land at the services located at the roundabout of the A259 and B2167 in Littlehampton.
- 1.2 Following this introduction, Section 2 of this report provides details of the existing site and the development proposals are described in Section 3. The accessibility of the site is assessed in Section 4 and the traffic impact of the development in Section 5. The accident data recorded in the vicinity of the site is assessed in Section 6 and the servicing of the development is described in Section 7. The summary and conclusions are presented in Section 8.

2 Description of Site

- 2.1 The site is accessed from the A259 to the north, and the B2187 Worthing Road to the south. The site currently consists of a Shell Petrol Filling Station, Burger King restaurant and Travelodge hotel with associated parking, all of which will be retained as part of the proposals. A residential development bounds the services to the east. The site location is shown at **Figure 2.1**.

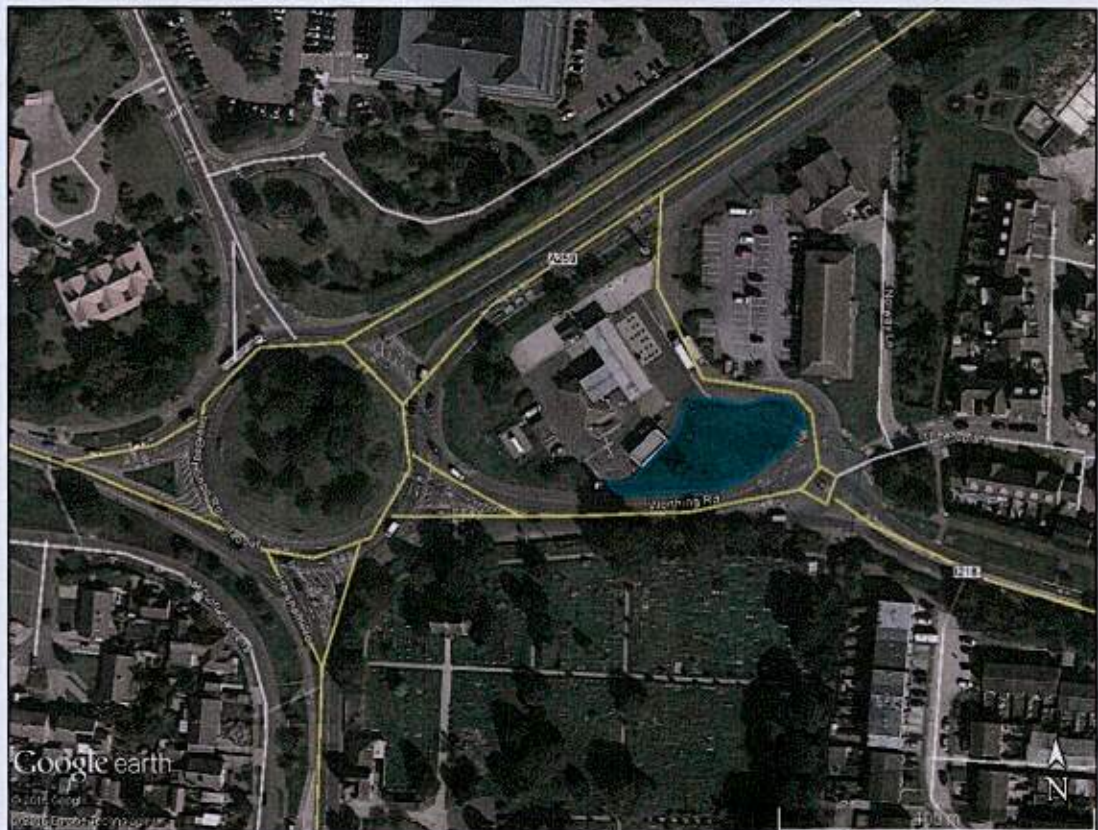


Figure 2.1: Site Location (Source: Google Earth)

- 2.2 The A259/B2187 (Body Shop) roundabout links the A259 dual carriageway, which runs in an east-west direction forming a bypass around the northern edge of Rustington, with the B2187 Worthing Road that links Rustington to Littlehampton. To the west the A259 forms a junction with the A284 and to the east with Station Road, both of which lead to the north to join the A27 Arundel Road.

3 Development Proposals

- 3.1 The proposed site layout is illustrated in drawing 8204/103 attached at **Appendix A**. The proposed development comprises the following:

- The development of vacant land to provide a small drive-thru coffee outlet of 45 sq/m GEA with a circulatory drive-through access road and four parking spaces.

- 3.2 The site will use the existing accesses via the A259 and B2187 Worthing Road, with a circulatory drive-through access road located on the access road between the roundabout with Worthing Road and the Shell Petrol Filling Station. The A259 access is for vehicles entering the site only, all exiting vehicles use the B2187 Worthing Road.

Site Appraisal and Layout Improvements

- 3.3 A site visit was undertaken on 20th July 2016 and the scheme illustrated in the layout drawing attached at **Appendix A** was appraised. It is considered that the proposed circulatory drive-through access road on the service road between the roundabout with Worthing Road and the Shell Petrol Filling Station is the best location. The only other possibility would be an entry only slip road on the B2187 Worthing Road but the existing traffic flows demonstrate that this is a very busy road and there is not much distance between the roundabout providing access to the site and the roundabout with the A259 to accommodate a new slip road.
- 3.4 On the basis of the above, the following measures are proposed to be included as part of the proposed development to benefit users of all elements of the site.

Road Markings and Signage

- 3.5 There are currently no road markings provided throughout the site as illustrated in **Figure 3.1**, and it is considered that it would be beneficial to provide a centre-line from the entrance to the Travelodge car park just off the A259 access, to the roundabout junction with B2187 Worthing Road. A centre line in this location would provide separation between drivers travelling in either direction and would formalise the route along the access road. This in turn will help to reduce vehicle speeds throughout the site as a result of drivers being deterred from traveling in a straight line of sight when there is no oncoming traffic.



Figure 3.1: Existing Access Road

- 3.6 In addition, markings at the entrance and exit to the Travelodge car park, particularly give way markings at the exit located opposite the proposed circulatory drive-through access road, would encourage exiting vehicles to stop and check in both directions before leaving the car park.
- 3.7 Improving the existing signage at the Travelodge car park with clearer no entry, give way and no right turn signs would also be of benefit as the current signage is not clearly visible. In addition, new signs at both accesses to the site from the A259 and the B2187 Worthing Road that direct vehicles to the correct points of access for all elements of the site would be of benefit.

Petrol Filling Station Access/Egress

- 3.8 There is currently no deflection at the southern petrol filling station access/egress as shown in **Figure 3.2** and as a result vehicles have been observed exiting the petrol filling station along the access road in the direction of the roundabout with Worthing Road at excessive and unsafe speeds. It is recommended that to slow exiting vehicles, bollards can be located at the exit point to create deflection and prevent drivers from cutting the corner and forcing them to slow down when entering and exiting the petrol filling station in the direction of the proposed drive through coffee outlet.



Figure 3.2: Petrol Filling Station Access

Visibility

- 3.9 It is considered that the landscaping within the site, in particular surrounding the Travelodge car park, is maintained to a height not greater than 600mm to assist with visibility.



Figure 3.3: Travelodge Car Park Access

Summary

- 3.10 The measures discussed above are illustrated on drawing SPRUSTINGTON7.1/02 attached to this note at **Appendix B**.

4 Site Accessibility

- 4.1 As with any development it is important to demonstrate that it complies with the national, regional and local governmental policies which focus on encouraging alternative means of travel in order to reduce reliance on the private car. It is however noted that a development of this nature (drive-thru) can be expected to draw most of its custom from private car users.
- 4.2 The proposed development site is located close to residential areas, hence there is potential for trips to the development to be made on foot, by bicycle and by bus, as well as the potential for linked trips with the other developments on the site.

Accessibility by Foot

- 4.3 Pedestrian facilities are provided along the A259 to the west of the site with a shared footway/cycleway on the northern side and a footway to the south with a signalised crossing just to the west of The Body Shop roundabout. The footway/cycleway continues across The Body Shop access (Norway Lane) but not into The Body Shop site or east along the A259, although there are dropped kerbs to assist with crossing the road.
- 4.4 There are also shared footways/cycleways on one side of both the B2187 Worthing Road, providing access to the existing Travelodge site, and the B2187 Horsham Road with footways on the other side and dropped kerb crossings across both arms. These provide safe pedestrian linkage between the site and the surrounding residential areas.
- 4.5 The Institution of Highways and Transportation (IHT) Guidelines for Providing for Journeys on Foot (2000) suggests acceptable walking distances for pedestrians without mobility impairment. Table 3.2 of the document refers to desirable, acceptable and preferred maximum distances of 400m, 800m and 1,200m respectively. On this basis, **Figure 4.1** illustrates the walk catchment for the site.

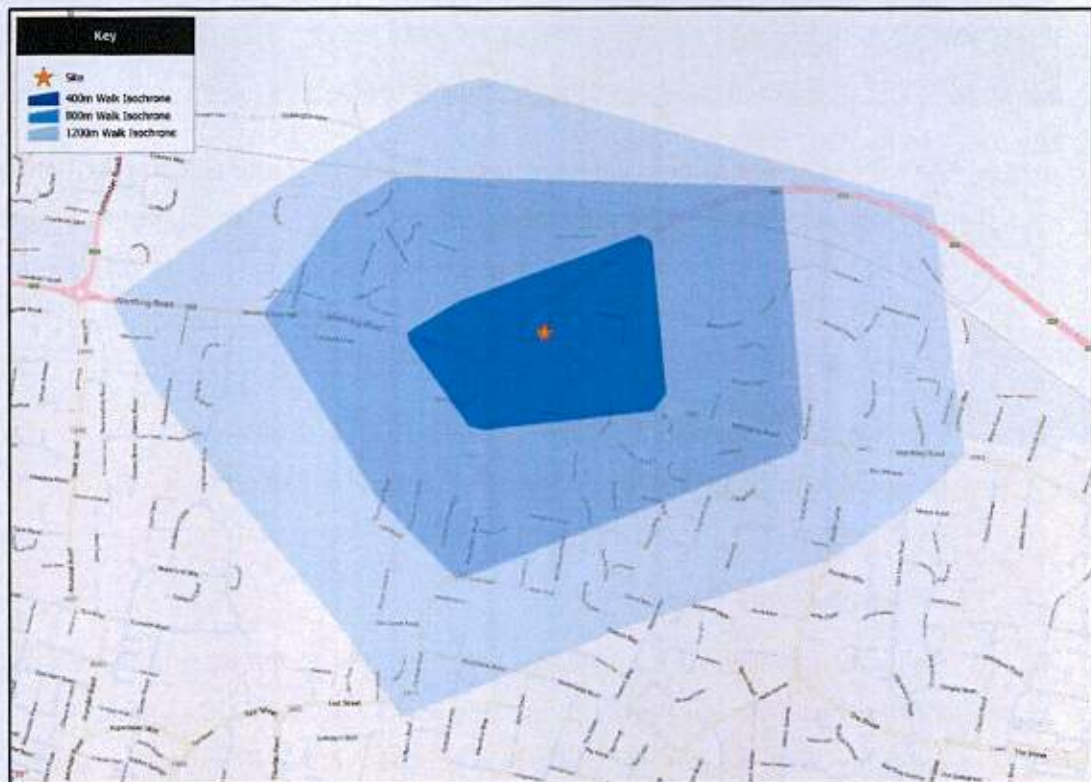


Figure 4.1: Walk Isochrones

- 4.6 **Figure 4.1** shows that large areas of Toddington, Littlehampton and Wick are accessible within walking distance of the site.

Accessibility by Cycle

- 4.7 As stated above the site benefits from being in close proximity to good quality footways/cycleways running adjacent to the A259 Worthing Road just to the west of the site, and also on the B2187 Worthing Road and Horsham Road. These routes run from the Hollies residential site to the west, to the roundabout with North Lane to the east on Worthing Road, and to Littlehampton railway station and beyond to the south on Horsham Road (via a combination of on-road and traffic-free routes).
- 4.8 **Figure 4.2**, taken from Sustrans' online cycle route mapping, illustrates the cycle routes within the vicinity of the site. The routes are highlighted as follows:
- Purple routes – on-road routes (NCN/other)
 - Green routes – traffic-free routes (NCN/other)
- 4.9 The site is located within reasonable proximity to National Cycle Network Route 2 which provides a coastal route and links to the Newhaven to Portsmouth seaside promenade route to the east and leads towards Chichester to the west.



Figure 4.2: Cycle Routes in the Local Area (source: Sustrans' online mapping)

4.10 PPG 13 states that cycling has the *"potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport"* (paragraph 77). As detailed in section 3, in March 2012 all PPG Notes and Planning Policy Statements were replaced by the NPPF. However, the NPPF does not set specific guidance on accessibility levels, and therefore in the absence of any other data, the guidance in PPG 13 has been used to determine accessibility levels by bicycle for this Transport Statement. On this basis **Figure 4.3** illustrates the catchment for the site by bicycle.

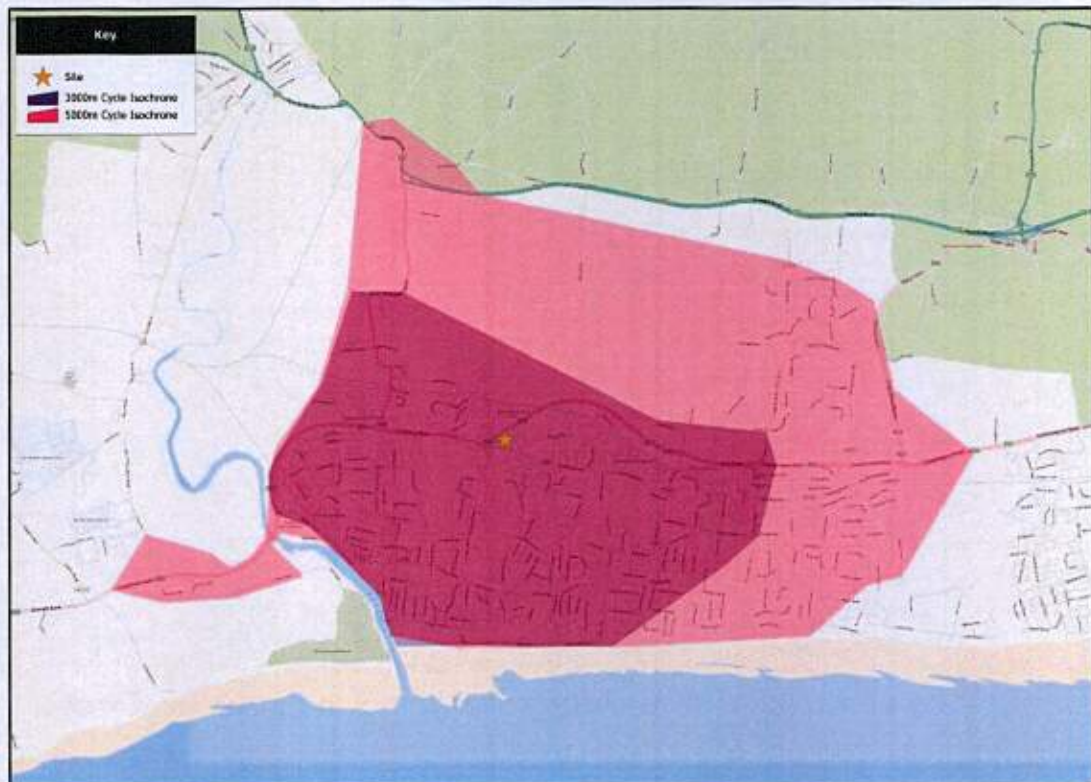


Figure 4.3: Cycle Isochrones

- 4.11 **Figure 4.3** shows that all of Toddington, Littlehampton and Wick are easily accessible from the site within a 3km cycle ride, whilst Climping to the west and Angmering to the east are approximately 5km from the site.

Accessibility by Public Transport

Bus Service

- 4.12 The closest bus stops to the site are located on either side of Horsham Road approximately 95m south of The Body Shop roundabout, with further stops located on Worthing Road approximately 650m east of The Body Shop roundabout. On Horsham Road the northbound stop is in a lay-by and features a covered shelter whilst the southbound stop is on-road with no shelter. On Worthing Road both stops are on-road with only the eastbound stop including a covered shelter.
- 4.13 Details of the services that call at these stops are provided in **Table 4.1**.

Service	Route	Frequency		
		Mon-Fri	Sat	Sun
700	Portsmouth–Havant–Emsworth–Chichester–Bognor Regis–Littlehampton	3 per hour	3 per hour	2 per hour
700	Brighton–Hove–Shoreham–Worthing–Littlehampton–Arundel	3 per hour	3 per hour	1 per hour
R5	Bognor Regis–Rustington Sainsbury's	1 per day	n/a	n/a

Table 4.1: Local Bus Services

4.14 An extract from the local Stagecoach network map is illustrated at Figure 4.4.



Figure 4.4: Bus Route Map (Source: Stagecoach)

Rail Services

- 4.15 Littlehampton railway station is located on Terminus Road approximately 1.6km from the site. This station is a terminus at the end of a short branch off the West Coastway line and is served by regular train services that follow three main routes to Portsmouth & Southsea, London Victoria and Bognor Regis. Trains to London Victoria run twice an hour Monday to Friday whilst those going to Portsmouth & Southsea and Bognor Regis run once an hour.
- 4.16 In addition, Angmering railway station is located on Station Road approximately 2.7km from the site. This station is served by regular train services that follow three main routes; Portsmouth Harbour to Brighton, Littlehampton to Brighton and Littlehampton to London

Victoria. Each of these services runs once an hour in each direction Monday to Friday and thus there are three trains per hour in each direction serving Angmering. The services also provide links to many intermediate stations including Chichester, Goring-by-Sea, Durrington-on-Sea, Worthing, Shoreham-by-Sea, and Hove.

Summary

- 4.17 On the basis of the information contained within this section it is considered that the site is accessible by modes of transport other than the private car.

5 Traffic Impact

- 5.1 This section sets out an assessment of the existing traffic flows and the traffic attraction of the proposed development.

Existing and Predicted Trips

Existing Traffic Flows

- 5.2 In order to determine the existing traffic flows in the vicinity of the site multi-modal traffic surveys were carried out on Wednesday 21st May 2014 between the hours of 07:00 to 10:00 and 16:00 to 19:00.

- 5.3 The results of the traffic surveys show that the peak hours are from 07:45 to 08:45 during the weekday morning peak hour and 16:45 to 17:45 during the weekday evening peak hour. The surveyed traffic flows for the weekday morning and evening peak hours are shown in Diagrams 1 and 2 attached at **Appendix C**, and summarised in **Table 5.1** below.

Time	Arrivals	Departures	Total
07:45-08:45	81	87	168
16:45-17:45	116	112	228

Table 5.1: Existing Peak Hour Traffic Flows

- 5.4 Of the surveyed arrivals, c40-45% access the site from the A259 and c55-60% from the B2187 Worthing Road.

Proposed Development Traffic Flows

- 5.5 The TRICS database has been interrogated to predict the number of arrivals and departures likely to be generated by the proposed takeaway. Specifically, use class 06 – Hotel, Food & Drink, D – Fast Food Drive Through have been considered.

- 5.6 **Table 5.2** shows the predicted trip rates and **Table 5.3** shows the predicted development trips during the AM and PM peak hours and also the daily totals, based on the Gross Internal Area of the unit of 45 sqm.

Time	Arrivals	Departures	Total
08:00-09:00	5.971	5.319	11.29
17:00-18:00	9.719	9.095	18.814
Daily	123.593	123.12	246.713

Table 5.2: TRICS Trip Rates

- 5.7 The total number of predicted arrivals and departures for the site are illustrated in **Table 5.3**.

Time	Arrivals	Departures	Total
08:00-09:00	3	2	5
17:00-18:00	4	4	8
Daily	56	55	111

Table 5.3: TRICS Predicted Trips

Trip Assumptions

- 5.8 New development does not, in general, generate only new traffic on the highway network but instead results in a redistribution of trips and it is standard practice to discount some development trips in order to take account of this.
- 5.9 The definitions, detailed below, have been obtained from the DfT's Guidance on Transport Assessment.
- New trips – these are trips that do not appear on the local road network prior to the opening of the development;
 - Pass-by trips – these are trips that are already present on the network directly adjacent to the points of access to the site;
 - Diverted trips – these are trips that are already present on the local road network but not the roads from which the site access is taken and will divert from their existing route to access the site;
 - Transferred trips – these are trips that are already present on the local road network, accessing similar existing sites in close proximity to the proposed development and will have the potential to transfer their destination to the proposed development;
 - Linked trips – these are trips that will have multiple destinations either within the proposed development site or between the development and adjacent site or between the development and an established town centre.
- 5.10 It is considered that few if any of the trips associated with the proposed drive-thru coffee outlet would be new to the local highway network with the majority being pass-by traffic already on the A259 and B2187 Worthing Road, or trips linked to vehicles visiting existing elements of the site (Shell Petrol Filling Station, Burger King and Travelodge). Because of this, it is considered that the proposed drive-thru unit would have a negligible impact on the adjacent A259/B2187 (Body Shop) roundabout.

Summary

- 5.11 Based on the above information regarding existing and proposed traffic flows, the impact of the proposed development is predicted to be minimal.

6 Accident Data

- 6.1 Mayer Brown Limited has obtained accident statistics from Sussex Safer Roads Partnership (SSRP) with the data collected by Sussex Police in accordance with the DfT Stats 19 requirements for the area surrounding the proposed site. The data covers the five-year period of the 1st May 2009 to 30th April 2014.
- 6.2 Interrogation of this information shows that a total of 15 reported accidents occurred in this area within the five-year period. The location of these is illustrated in **Figure 6.1** whilst **Table 6.1** provides a summary of all the accidents.



Figure 6.1: Accident Data Location Plan (Source: SSRP)

Junction/Link	Accident Severity			Vulnerable Road User Casualties		
	Slight	Serious	Fatal	Pedestrian	Cyclist	M/cyclist
The Body Shop Roundabout	5	2	0	0	1	2
Worthing Road West	1	0	0	0	0	0
Worthing Road East	3	0	0	0	0	1
Horsham Road	4	0	0	0	3	0
TOTAL	13	2	0	0	4	3

Table 6.1: Accident Data Summary (Source: SSRP)

Fatal and Serious Accidents

- 6.3 Accidents classed as fatal and serious in severity are typically regarded to have greater significance than slight accidents.
- 6.4 No fatal accidents occurred within the vicinity of the site in the last five years. Only two serious accidents were recorded within this time period.
- 6.5 A serious accident is defined by the DfT paper Road Casualties Great Britain: 2007 as *"An injury for which a person is detained in hospital as an "in-patient", or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts and lacerations, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident..."*
- 6.6 The first serious accident occurred on The Body Shop roundabout. A motorcyclist travelling in a southbound direction around the roundabout was seriously injured when a car pulled out from the east into their path, causing the motorcycle to crash into the side of the car. The accident occurred at night on a dry road surface and the cause was attributed to the driver of the car failing to look properly and give way.
- 6.7 The second serious accident also occurred on The Body Shop roundabout. A motorcyclist travelling in an eastbound direction around the roundabout was seriously injured when they attempted to exit the roundabout from the inside lane across the path of a car travelling in the outside lane, causing the car to crash into the motorcycle. The accident occurred during the day on a dry road surface and the cause was attributed to the driver of the car performing a poor manoeuvre and failing to judge the motorcyclist's path.

Slight Accidents

- 6.8 The remaining 13 accidents were classed as slight in severity and were caused by a variety of factors summarised in **Table 6.2** (note – more than one factor was often attributed to an accident).

Causation Factor	Number of Accidents
Nervous/uncertain/panic	2
Slippery road	1
Travelling too fast for conditions	1
Sudden braking	1
Loss of control	2
Failed to judge path/speed	3
Inexperienced driver	1
Failed to look properly	5
Poor turn/manoeuvre	2
Uncorrected/defective eyesight	1
Impaired by drugs	1
Dazzling sun	1

Table 6.2: Slight Accident Causation Factors

Pedestrians

- 6.9 There were no accidents involving pedestrians recorded in the vicinity of the site in the last five years.

Cyclists

- 6.10 Four accidents involved cyclists and all occurred as a result of vehicle drivers failing to look and give way to cyclists at The Body Shop roundabout.

Motorcycles

- 6.11 Three accidents involved motorcycles and occurred as a result of car drivers failing to look, failing to judge the motorcyclists' path/speed and losing control of their vehicle at The Body Shop roundabout.

Summary

- 6.12 The above analysis of the five-year accident statistics for the area within the vicinity of the site indicates a low level of accidents and there are no inherent highway design issues that affect highway safety. As discussed previously in this statement, the proposed development will not have a significant impact on the operation of the local highway network and thus should not adversely affect highway safety.

7 Servicing

- 7.1 Access for service vehicles entering and exiting the site will be taken from the B2187 Worthing Road. Delivery vehicles would serve the unit via the circulatory drive-through access road and deliveries would take place outside of opening hours.
- 7.2 A vehicular track plot of a transit van entering and exiting the site is attached to this report at **Appendix D**.

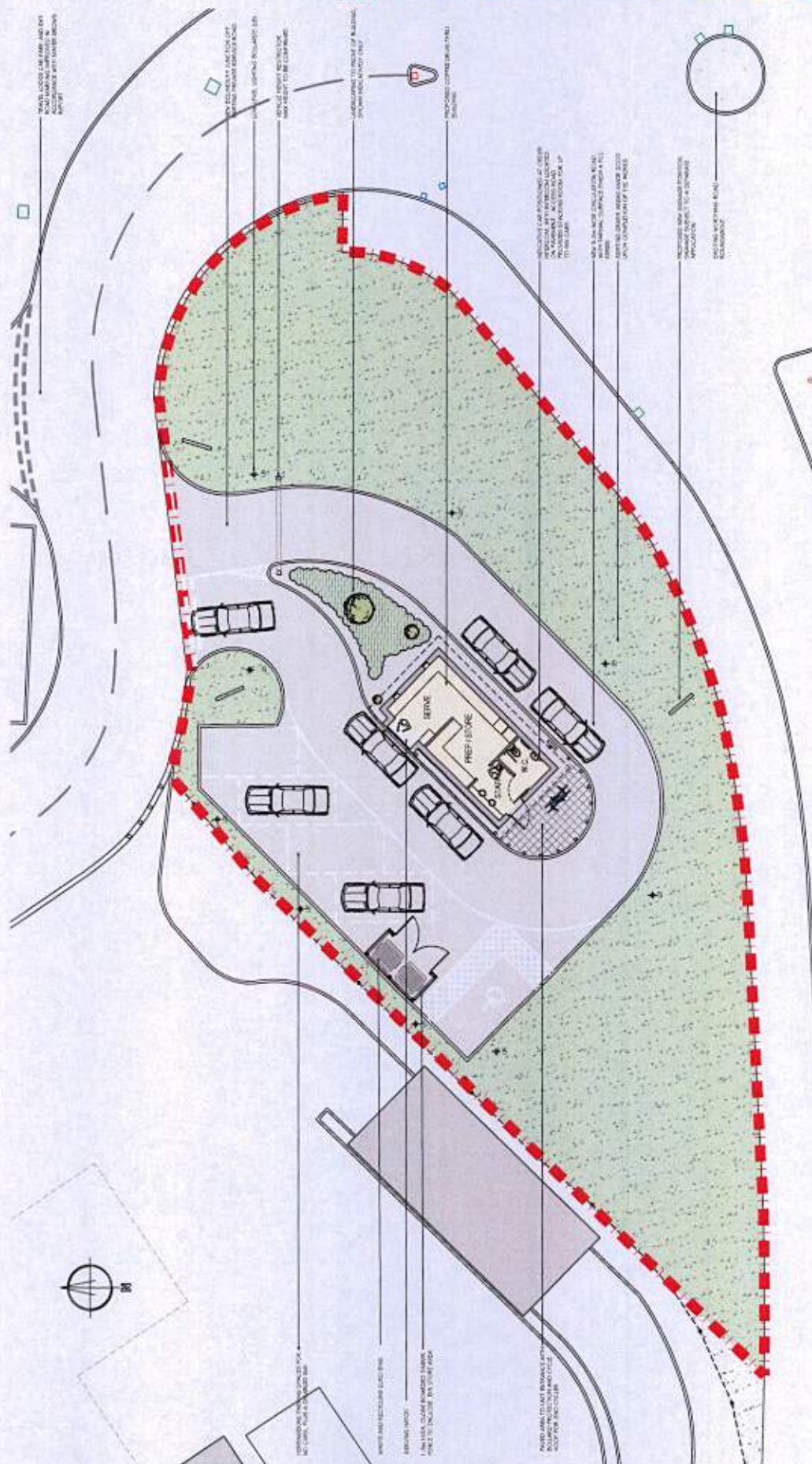
8 Summary and Conclusions

- 8.1 Mayer Brown Ltd have been instructed by Store Property Investments Limited to provide highways and transport related assistance in support of a proposed planning application for a small drive-thru coffee outlet on a vacant piece of land at the services located at the roundabout of the A259 and B2167 in Littlehampton.
- 8.2 The proposal is to provide a small 45 sq/m GEA drive-thru coffee outlet with a circulatory drive-through access road and four parking spaces.
- 8.3 Based on the existing and proposed traffic flows, the impact of the proposed development is predicted to be minimal. Few if any of the trips associated with the proposed drive-thru coffee outlet would be new to the local highway network with the majority being pass-by traffic and because of this, it is considered that the proposals would have a negligible impact on the adjacent A259/B2187 (Body Shop) roundabout.
- 8.4 Measures proposed will assist with decreasing vehicle speeds within the site. It is therefore considered that the proposed circulatory drive-through access would operate successfully. Analysis of the five-year accident statistics for the area within the vicinity of the site indicates a low level of accidents and there are no inherent highway design issues that affect highway safety.
- 8.5 Based on the evidence produced in this report, it is concluded that the proposed development will not have a material traffic impact or have a detrimental impact on local highway safety. Therefore, it is considered that there are no highway or transport reasons that would support refusal of the planning application.

APPENDIX A: Proposed Site Layout Plan

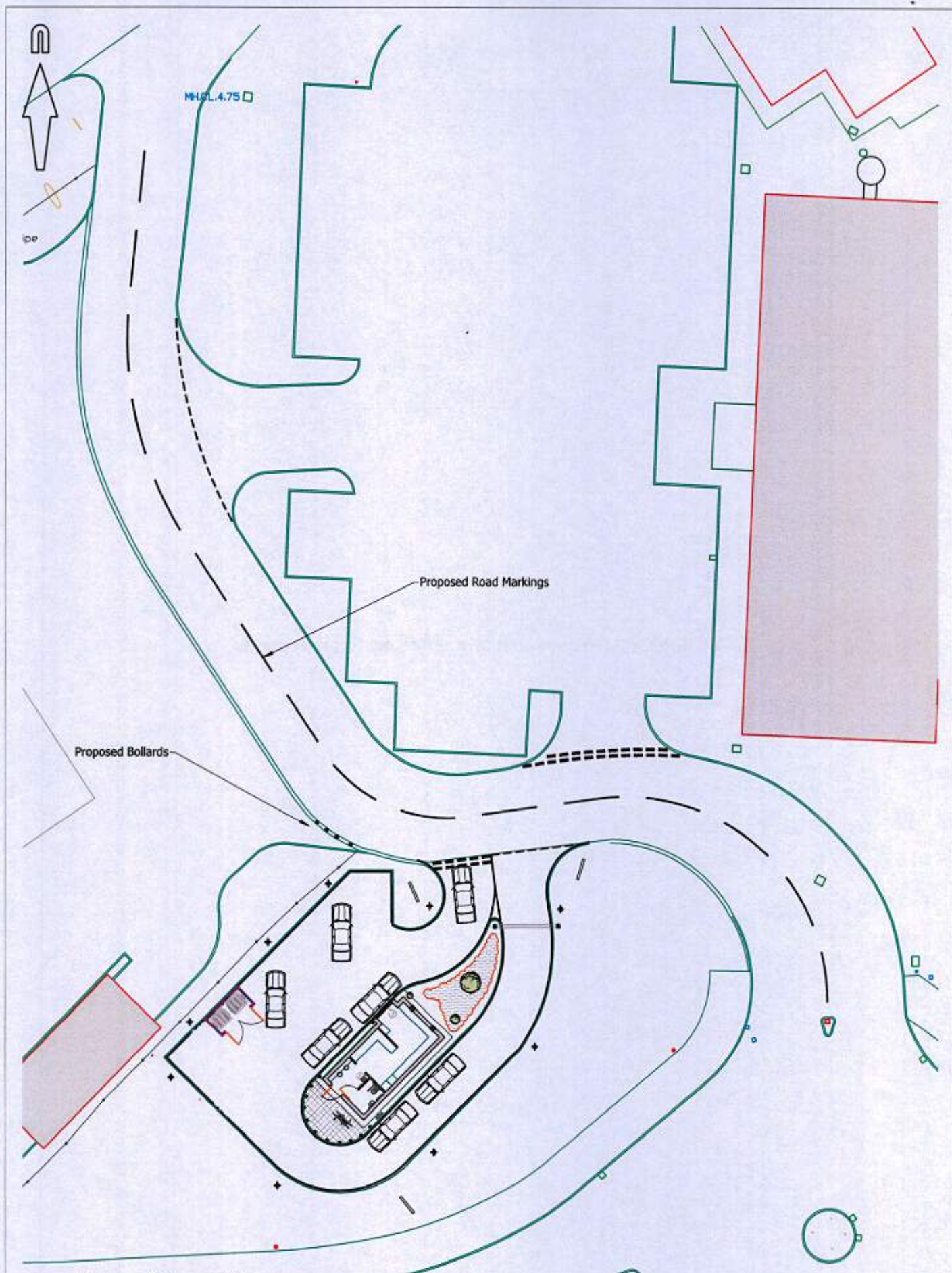
Architectural rendering of four proposed elevations for The Coastal Coffee Co. buildings. The buildings feature wood siding and signage that reads "THE COASTAL COFFEE CO." and "FL". The elevations show different storefront designs, including awnings and landscaping with plants and a bicycle.

SOUTH WEST



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DATE: 01/20/2010 DRAWN BY: J. HILDER	SHEET NO. 20 OF 20
PROJECT: 1000 WEST 10TH AVENUE, SUITE 100, DENVER, CO 80202 CLIENT: SIMPSON HILDER ASSOCIATES, LTD. PROJECT NO.: 1000 WEST 10TH AVENUE, SUITE 100, DENVER, CO 80202 PROJECT NAME: 1000 WEST 10TH AVENUE, SUITE 100, DENVER, CO 80202	
 SIMPSON HILDER ASSOCIATES, LTD. 1000 WEST 10TH AVENUE, SUITE 100, DENVER, CO 80202 TEL: 303-733-0100 FAX: 303-733-0100 E: info@simpsonhilder.com	
PROPOSED FLOOR & SITE PLANS PROPOSED ELEVATIONS PLANNING	
PROPOSED COFFEE - DRINK-THRU WORTHING ROAD LITTLEHAMPTON WEST SUSSEX, BN16 3JX	
DATE: 01/20/2010 DRAWN BY: J. HILDER	SHEET NO. 20 OF 20
8204	103

APPENDIX B: Proposed Internal Access Improvements



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client
 STORE PROPERTIES LTD
 title
 B2187 FAST FOOD DRIVE THROUGH
 PROPOSED HIGHWAY LAYOUT

scale 1:250 @ A3 drawn by JME checked by RDG

date DECEMBER 2016 cad file 02.DWG

drawing number
 SPRUSTINGTON7.1/02

rev.

APPENDIX C: Existing Traffic Flows

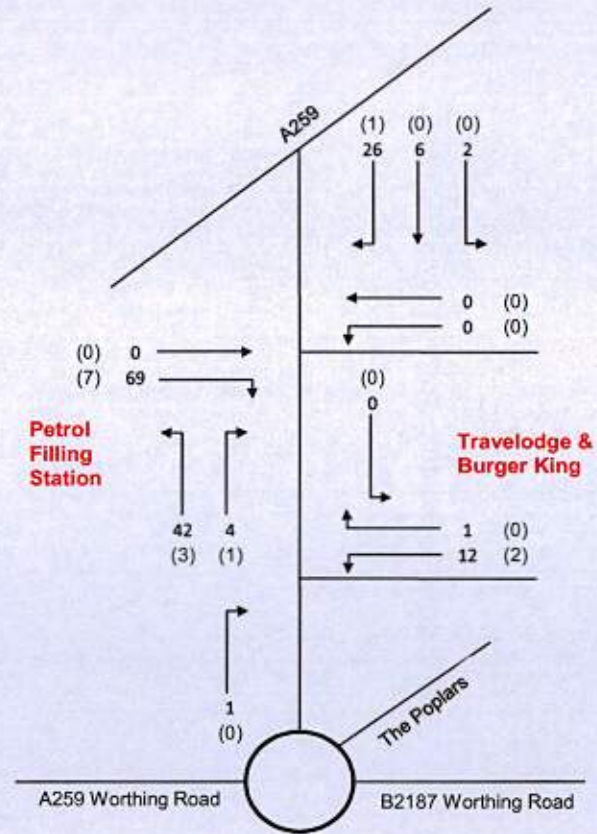
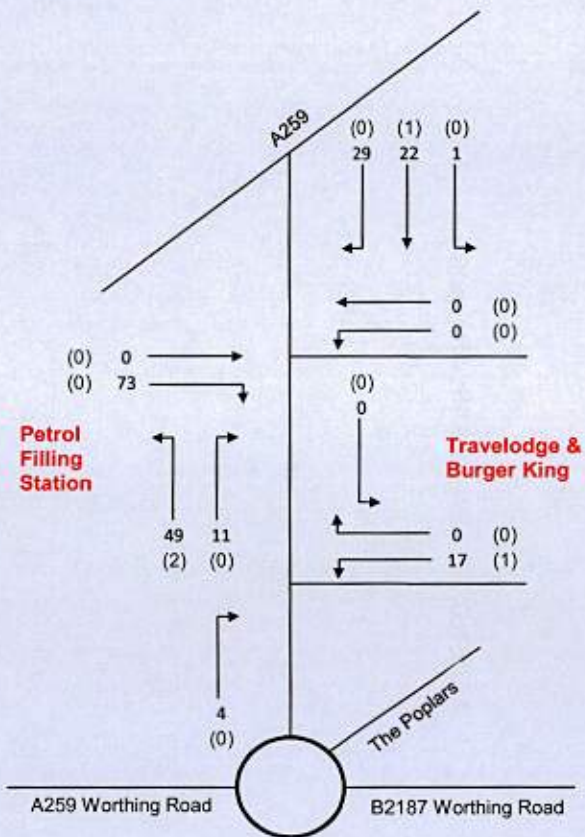


Diagram 1



Key
 12 Total Vehicles
 (3) HGV's
 (15) PCU's



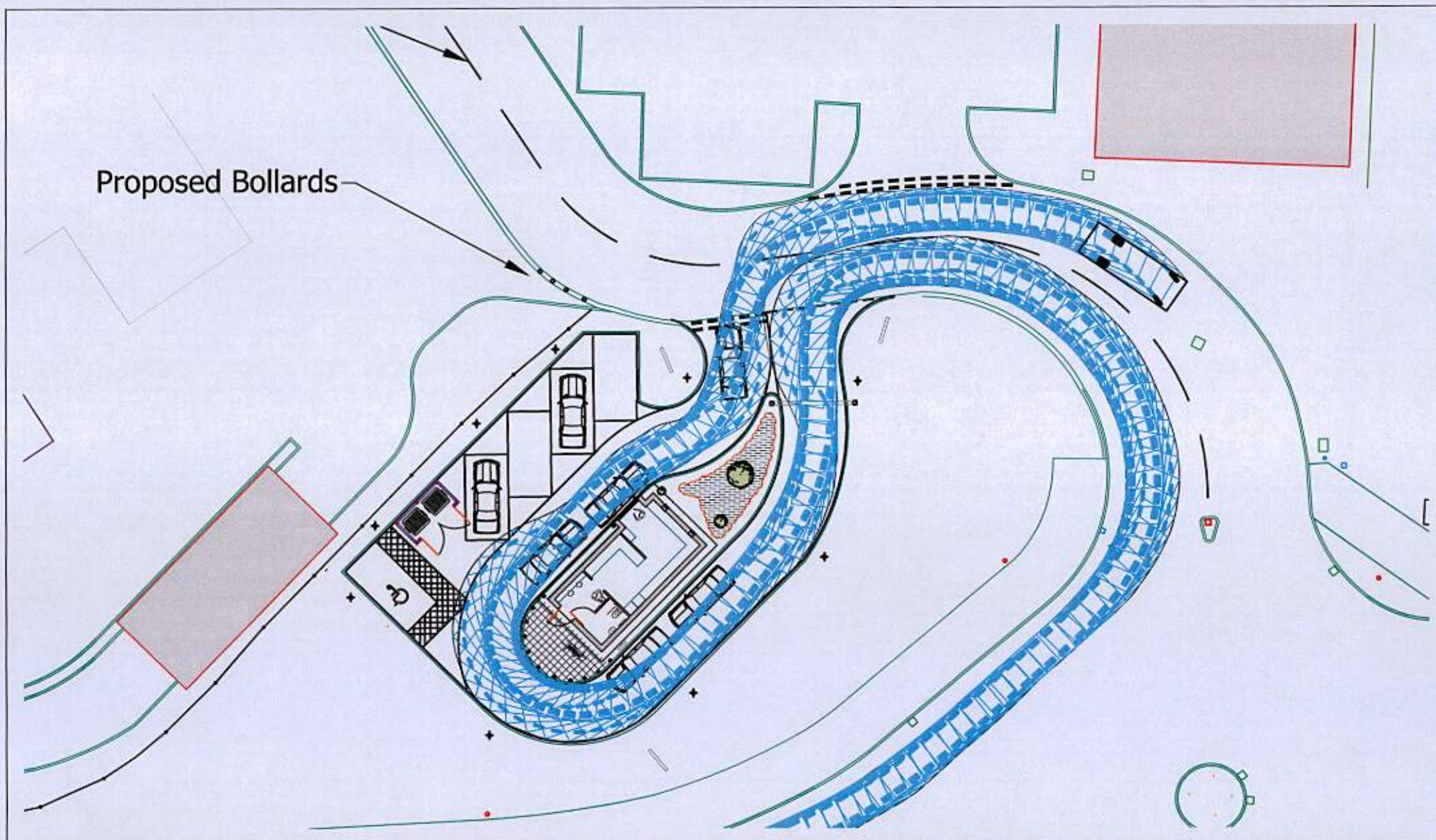
STORE PROPERTY INVESTMENTS Ltd
 A259 Services, Rustington

2014 Observed PM Peak Traffic Flows
 Time Period (16:45-17:45)

Scale NTS

Diagram 2

APPENDIX D: Swept Path Analysis



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client
STORE PROPERTIES LTD

project
B2187 FAST FOOD DRIVE THROUGH

title
4.6t TRANSIT VAN ENTERING/EXITING SITE

scale **1:200@A3** drawn by **OAN** checked by **RDG**

date **DECEMBER 2016** cad file **Master 2016-12-21.DWG**

drawing number **SPRUSTINGTON7.1/TK03** rev.

