

Ropemaker Properties
Former Waitrose, Avon Road, Littlehampton

Framework Residential Travel Plan

5 August 2020
Version 1.0
Issue





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Appendix A: Proposed Site Layout

1 Introduction

Fore Consulting Limited (Fore) has been commissioned by Ropemaker Properties to prepare a Framework Residential Travel Plan to accompany a planning application for a proposed residential development at the site of the Former Waitrose, Avon Road, Littlehampton, BN17 6AT.

1.1 The Site & Surrounding Area

The site is located within Littlehampton town centre and was previously used as a Waitrose store with a private car park. The former Waitrose building is currently vacant. The site is bound by East Street to the east, B2187 Franciscan Way to the north, Anchor Springs to the south and Duke Street to the west. Avon Road runs through the site, between the former Waitrose building and the car park. The location of the site is shown on Figure 1.

Due to the site's town centre location, there are numerous retail and leisure attractors within close proximity and the site benefits from nearby bus stops. Littlehampton Train Station is also in close proximity.

The site is accessed from the one-way system along Avon Road, connecting Duke Street to East Street. The local highway network is shown at Figure 2.

1.2 Planning History

In 2019, a planning application (reference LU/3/19/PL) was submitted at the site for 83 No. residential apartments with 41 car park spaces and two retail units totalling 159sqm. All highways matters (including the content of the Framework Residential Travel Plan) had been agreed with West Sussex County Council (WSCC) Highways.

The scheme was eventually refused by Arun District Council (ADC) and was subsequently dismissed at Appeal on design grounds.

1.3 The Development Proposal

The current proposal is to provide a lower number of residential apartments to that which was previously refused and dismissed at Appeal. However, the main transport principles of the development proposal remain as per those accepted by WSCC Highways as part of the original planning application. As such, the content of this Framework Residential Travel Plan remains as per the original planning application.

The proposal is to redevelop the site to provide a total of 50 No. residential apartments with ancillary space (144sqm of retail space and 58sqm of communal space). The site will consist of three residential blocks, as below:

- Block 1, located to the north of Avon Road, will comprise a 3-storey building and will accommodate 25 No. residential apartments.
- Block 2, located to the south of Avon Road, will comprise a 2-3 storey building and will accommodate 15 No. residential apartments.
- Block 3, located to the south east of Avon Road and to the south west of East Street will comprise a 2-3 storey building and will accommodate 10 No. residential apartments. 144sqm of retail space and 58sqm communal space will be located on the ground floor of Block 3.

It should be noted that, as with the original application, the retail and communal areas proposed as part of the development are considered ancillary and it is not anticipated that these will generate new additional trips in their own right, given that the units will form part of the wider retail offer in the town centre.

The proposal is to provide vehicular access to the proposed areas of car parking from the existing one-way arrangement along Avon Road.

It is proposed that a total of 25 No. car park spaces (including 2 No. disabled spaces and 8 No. electric vehicle spaces) are to be provided for the apartments. This parking ratio (i.e. 1 space per 2 apartments) remains as per the original planning application which was accepted by WSCC Highways as being suitable for the site. As per the original planning application, there are no car park spaces proposed for the retail units.

A total of 53 No. cycle spaces are to be provided across the development. 26 No. internal spaces will be provided in a dedicated storage area to the north of Block 1, 8 No. external spaces will be provided to the west of Block 2 and 19 No. internal spaces will be provided in a cycle store at Block 3.

The proposed site layout is presented at Appendix A.

1.4 Purpose of this Document

This document communicates the Framework for the Residential Travel Plan to be used at the proposed development site. It is envisaged that a condition will be attached to any planning approval which requires a final Residential Travel Plan to be prepared prior to first occupation of the site.

A Travel Plan is a method for ensuring that a development can be accessed by a range of modes by communicating with building users about their options and special initiatives available; promoting sustainable transport; providing incentives; gathering data about the travel habits of residents and reporting on this in order to identify room for improvement.

The aim of the Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives in connection with the proposed development and, through this, to reduce the demand for less sustainable modes of travel.

The Travel Plan is to be viewed as a dynamic working document that will grow and develop with time and in accordance with the changing circumstances of the development. It is a continuous improvement for all travel-related activities of residents at the development.

The Travel Plan is aimed at residents at the site. It should be noted that the retail units proposed as part of the development are considered ancillary and it is not anticipated that these will generate new additional trips in their own right. Therefore, it is considered that a Travel Plan will not be required for the retail element of the site.

1.4.1 Structure of this Document

This document continues as follows:

- Chapter 2: Management and development of the Travel Plan over time, including the overarching objectives of the Travel Plan and details of monitoring and review.
- Chapter 3: Details of access to the development site by all available modes.
- Chapter 4: Details of the on-site facilities and initiatives to aid travel by sustainable modes, as well as details of vehicle access.
- Chapter 5: Summary tables of Actions and Measures.

2 Travel Plan Management

This Chapter sets out the actions required to ensure the Travel Plan is managed appropriately. The actions are summarised in Table 4.

2.1 Objective

The objective of the Travel Plan is to ensure that all residents at the development site can choose from a range of options for travelling by non-car modes. This will be achieved by communicating the Travel Plan to residents and by providing measures to help make sustainable travel practical and attractive.

2.2 Lifespan, Structure and Hand Over of the Travel Plan

The Travel Plan will begin as a Framework Travel Plan. Upon development of the site the housebuilder will be given the responsibility of producing a final Travel Plan.

The responsibility to produce and monitor the Travel Plan will be in accordance with obligations from the local planning authority which are likely to be set as a condition to any planning approval.

The Travel Plan will be in place for five years after completion of the development.

2.3 Travel Plan Coordinator Role

A Travel Plan Coordinator will be appointed and will have overall responsibility in developing the Travel Plan.

During the construction and early occupation of the development, the Travel Plan Coordinator will help instil a culture in favour of sustainable travel. The role of the Travel Plan Coordinator includes research, promotion, coordination, monitoring, and reviewing of the Travel Plan.

The Travel Plan Coordinator will ensure that travel planning requirements are embedded into the development at the earliest opportunity.

The Travel Plan Coordinator will have the following responsibilities:

- Delivering the actions in Table 4 and measures in Table 5 which have “TPC” in the responsibility column, including communicating the Travel Plan and travel options to the development.
- Being a point of contact for residents at the development to discuss travel options.

- Liaising with the local planning authority to discuss the Travel Plan, including the results of monitoring via the submission of progress reports.

The contact details of the Travel Plan Coordinator will be provided to the local planning authority one month prior to first occupation. If a new Travel Plan Coordinator is appointed their contact details will be provided within two weeks of the change.

2.4 Funding

The Travel Plan will be funded by the developer and / or housebuilder, which will cover the Travel Plan Coordinator role, all the measures required to support sustainable travel choice to the site, as well as the cost of the monitoring and reporting.

2.5 Liaison with Local Planning Authority

The content of the final Travel Plan will be agreed with the local planning authority as part of the planning process. Thereafter the Travel Plan Coordinator will communicate with the Travel Plan Officer at the local planning authority to discuss the findings of monitoring and reporting, and to agree future targets/measures.

2.6 Targets

Initially a target will be set for the maximum percentage of residents travelling alone by car. Initially this will be based on the mode share presented in the accompanying Transport Statement of 55.3%.

The initial mode share targets are set out in Table 1, below, and are based on a target reduction in single occupancy car journeys of 5.0%. The target mode shares for walking, cycling and public transport have been increased accordingly.

Table 1: Proposed Mode Share Targets

Mode	Mode Share		
	Baseline	Target	Net Change
Underground, metro, light rail, tram	0.1%	0.1%	-
Train	8.4%	8.4%	-
Bus, minibus or coach	3.1%	5.1%	+2%
Taxi or minicab	0.6%	0.6%	-
Motorcycle, scooter or moped	0.7%	0.7%	-
Driving a car or van	55.3%	50.3%	-5.0%
Passenger in a car or van	9.0%	9.0%	-
Bicycle	4.4%	5.4%	+1%
On foot	18.3%	20.3%	+2%
Total	100.0%	100%	-

The initial mode share targets will be reviewed and may be revised following the findings of the first surveys (see Section 2.7). This will be agreed with the local planning authority through the Monitoring Report process.

2.7 Monitoring

On the first anniversary of the development being occupied residents will be emailed with a link to an online travel survey to discover how they are travelling. This is also an opportunity to communicate the Travel Plan to residents, to ensure they know about the range of travel options available for getting to the development and to gather feedback, e.g. the desire for more information, incentives or cycle parking, for example. A prize will be available for one respondent.

The first survey period will be one year after occupation of the development. This will be repeated annually at the end of Years 2-5 of occupation.

Use of car and cycle parking will be monitored informally on an ongoing basis by the Travel Plan Coordinator to determine if provision is adequate.

2.8 Reporting

Within two months of the residents' travel survey the Travel Plan Coordinator will prepare a Monitoring Report which will contain the following:

- Survey methodology and results.
- Qualitative feedback.
- An analysis on the effectiveness of the Travel Plan.
- Proposals for future measures.

This will be submitted to the local planning authority for discussion and agreement.

3 Travel to/from the Development Site

This Chapter outlines how the site can be accessed by all available modes and how local services / amenities can be accessed from the site.

This Chapter also gives details on planning journeys by sustainable modes.

3.1 Walking

3.1.1 Walking Catchment

Walking routes can be planned using www.google.co.uk/maps

Figure 3 shows a 2.0km walking distance threshold, measured from an indicative central point within the site. Only formal road crossings and designated footways / footpaths have been used as part of the walking catchment analysis.

Due to the site's location within Littlehampton Town Centre, a wide range of local amenities and facilities are available within the 2.0km walking distance isochrone. Further, a number of local amenities and facilities are located within 500m walking distance of the site. Therefore, many day-to-day needs can be readily accessed from the site on foot.

Bus stops and rail stations also lie within the walking distance catchment, as discussed later in this Chapter.

3.1.2 Pedestrian Facilities

Pedestrian facilities within the vicinity of the site are outlined as follows:

Footways:

- Footways are provided along the majority of the northern side of Avon Road and on parts of the southern side. Dropped kerbs are provided at junction mouths and a zebra crossing is provided close to the car park entrance. The footway connects to further provision on Duke Street, providing convenient access to the amenities on Littlehampton High Street.
- A pedestrianised area connects from the zebra crossing on Avon Road to Anchor Springs, providing a convenient route to local bus services.
- Footways along East Street provide pedestrian connections to the pedestrianised section of High Street located to the south of the site.

- Street lighting is provided along the roads within the vicinity of the site.
- A controlled signalised pedestrian crossing point is provided across the B2187 Franciscan Way, connecting to residential areas to the north of the site.

Public Rights of Way:

Figure 3 also shows the Public Rights of Way in the vicinity of the site, which includes a network of public footpaths and traffic free paths around the residential areas of Littlehampton. The main ones are described below:

- A network of short public footpaths exists in the vicinity of the site, providing pedestrian routes through the nearby residential areas.
- A public footpath runs to the north east of the site, beginning at B2187 East Street, before heading north past Littlehampton Police Station towards the northern extent of Littlehampton.
- A network of public footpaths exists to the west of the public footpath described above. The footpaths can be accessed from Whiteways Close and Cornwall Road and provide pedestrian routes through residential areas of Littlehampton. To the west, a public footpath begins at Arundel Road and heads west through residential areas of Littlehampton towards the retail park containing Currys PC World and Wickes.
- Public footpaths run alongside the River Arun, providing the opportunity for recreational walking along the coast and in the local countryside.
- A public bridleway connects Littlehampton to Rustington to the east. The bridleway can be accessed from Berry Lane.

Beyond these, a network of public footpaths and traffic free paths are accessible within the locality of the site. These can be viewed on West Sussex County Council's (WSCC) website by searching for the West Sussex Public Rights of Way iMap.

3.1.3 Proposed Pedestrian Infrastructure & Amenity

It is intended that a permeable multi-user network will be established as part of the site's internal layout. This network will allow residents and visitors to move within the site on foot and cycle. Pedestrian access to the site will tie in with existing footway provision on the surrounding network. The proposals include the retention of a pedestrianised area connecting Avon Road to Anchor Springs.

3.2 Cycling

3.2.1 Cycle Catchment

Figure 4 shows an 8km cycle catchment from the site, which is taken to be the preferred maximum for a commute to work or study¹, showing that residents can cycle to the development.

The Figure shows that the whole of Littlehampton is accessible within 8.0km cycling distance of the site providing access to a wide range of public amenities including retail, leisure, education and health facilities.

The settlements of Wick, Lyminster, Rustington and Angmering are also located within the 8.0km cycling catchment, providing further provision of local services. Arundel, Yapton and parts of Middleton-on-Sea are also accessible within the catchment, as well as the Rudfield Industrial Estate.

3.2.2 Cycle Routes and Infrastructure

Cycle routes can be planned using www.cyclestreets.net which gives step by step instructions and allows you to choose between more direct and quieter routes. There is also a CycleStreets app.

Cycle routes can also be planned on WSCC's website by using <http://cyclejourneyplanner.westsussex.gov.uk/>.

The Sustrans Cycle Map² indicates that National Cycle Route 2 is accessible within 8km of the site and is described below.

- National Cycle Route 2 is a long-distance route, which when complete, will link Dover in Kent with St. Austell in Cornwall. The route in West Sussex is still being developed and currently the only open section exists between Littlehampton and Bognor Regis. The route can be accessed from Wharf Road before heading west towards Bognor Regis.

The West Sussex cycle journey planner identifies a recommended cycle route as part of the South Coast Cycle Route (SCCR) which passes the site on B2187 Franciscan Way and East Street before heading south and continuing along the coast towards Rustington and beyond.

¹ *Integrating Cycling into Development Proposals*, Cycling England, 2009, p4.

² *Sustrans Cycle Map*, Sustrans. Available at: <https://osmaps.ordnancesurvey.co.uk/52.62014,-2.46762,7> (Accessed 15/07/2020)

3.2.3 WSCC Cycling Initiatives

The following initiatives are provided to encourage and support people to cycle:

- The Ride Social website, provided by British Cycling, lets you organise bike rides or join other peoples' for free <https://www.letsride.co.uk/social>
- The cycling charity Cycling UK can offer a variety of training and mentoring opportunities to help less experienced cyclists build their confidence to travel on the road network <http://www.cyclinguk.org/courses-and-training>
- Additional cycling information can be accessed from <https://www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling/cycling-routes-and-maps/> which outlines on and off-road cycle routes, paths, tracks and trails in the West Sussex Area.

3.3 Public Transport

Public transport journeys can be planned using <http://www.traveline.info/>. Ticketing information is available as follows:

- For tickets that can be used on Stagecoach bus services (including details of their journey planning and ticketing apps) see www.stagecoachbus.com
- For tickets that can be used on Compass Travel bus services see <https://www.compass-travel.co.uk>
- For tickets that can be used on the Amberley and Slindon Community Bus service see <http://www.slindon.com/about/transport/village-bus-timetable>
- For tickets that can be used on the National Express Shuttle service see <https://www.nationalexpress.com/en>

3.3.1 Bus Services

Figure 5 indicates that the closest bus stops in relation to the site are located on Anchor Springs to the south of the site and are accessible on foot within 100m of the pedestrian access points into the proposed buildings.

The Table below provides a summary of the bus services available at the bus stops, including the respective frequencies and destinations served.

Table 1: Bus Services, Destinations and Frequencies

Service	Operator (Service No.)	Destinations Served	Approximate Daily Frequency (Both Directions)		
			Mon-Fri.	Saturday	Sunday
3*	Amberley & Slindon Community Bus	Rackham - Amberley - Houghton - Slindon - Littlehampton - Rustington	Twice daily (Wednesday Only)	-	-
9	Stagecoach	Shoreham by Sea - Lancing - Worthing - Littlehampton - Arundel	60 minutes	60 minutes	-
12	Compass Travel	Littlehampton Tesco - Littlehampton Sea Front - Rustington Sainsbury's	Five services per day	-	-
026*	National Express Shuttle	London - Brighton - Southwick - Worthing - Goring by Sea - Rustington - Littlehampton - Bognor Regis	Once daily	Once daily	Once daily
69	Stagecoach	Wick - Littlehampton - Bognor Regis - Barfoots of Botley	Four Daily (Two AM, Two PM)	Four Daily (Two AM, Two PM)	Four Daily (Two AM, Two PM)
665*	Stagecoach	Wick - Littlehampton - Yapton - Walberton - Barnham - Westergate Ormiston Academy	Once daily	-	-
700 (a)	Stagecoach	Wick-Littlehampton - Rustington - East Preston - Goring by Sea - Worthing - Shoreham by Sea - Hove - Brighton	10 minutes	10-15 minutes	20 minutes
700 (b)	Stagecoach	Littlehampton - Felpham - Yapton - Bognor Regis - Chichester	30 minutes	30 minutes	30 minutes

*Note: Bus services correct as of 14 July 2020. Bus operators may be running a reduced timetable on services in a response to COVID-19. Services marked with * are currently suspended as a result of the Coronavirus crisis.*

As can be seen there are frequent bus services from the stops within a short walk of the development.

3.3.2 Rail Services

Rail journeys can be planned at <http://www.nationalrail.co.uk/> or using the National Rail Enquiries app.

The nearest railway station to the site is Littlehampton Railway Station, located within approximately 500m walking distance of the site. The station can be reached on foot from the development within approximately 6 minutes. The station has facilities including cycle

storage and car parking. 82 No. cycle storage spaces are provided. There is also step-free access to platforms and a ramp is available for train access.

Littlehampton Railway Station provides services to a number of destinations, a summary of which is provided in the Table below.

Table 2: Rail Services, Destinations and Frequencies

Operator	Destinations Served	Approximate Daily Frequency		
		Mon-Fri	Saturday	Sunday
Southern Thameslink (Peak times only)	Littlehampton - Angmering - Goring by Sea - Worthing - Shoreham-by-Sea - Hove - Gatwick Airport - East Croydon - Clapham Junction - London Victoria	30 minutes	30 minutes	60 minutes
Southern	Littlehampton - Ford- Chichester - Southbourne - Havant - Portsmouth and Southsea	60 minutes	60 minutes	-
Southern	Littlehampton - Ford - Barnham - Bognor Regis	30 minutes	30 minutes	60 minutes

Note: Rail services correct as of 14 July 2020

4 Travel Plan Measures

This Chapter gives details of the on-site facilities and initiatives to provide access to the site by all available modes and to promote sustainable transport choices. These are all summarised in Table 5 to the rear of this report.

4.1 Communications Strategy

As described in Chapter 3, there are very practical options for accessing local services and amenities from the development by sustainable travel modes. The Travel Plan will be available for all residents to read if they choose. However, to make sure that residents know there is a Travel Plan which aims to promote and facilitate sustainable transport choice, the Travel Plan Coordinator will need to actively communicate with residents, as below.

Measures to Communicate the Travel Plan

- Provide information to residents when they first move to the site. This will cover all available modes of transport and will include the health and wider benefits of choosing sustainable modes. The information will include maps and useful links (apps, websites, telephone).
- On-going communication will take place throughout the year to promote national sustainable travel events (e.g. Bike Week, National Liftshare Week and Walking Month) and to encourage residents to take part in the annual travel survey.

4.2 Walking and Cycling

It is intended that footways and landscaped pedestrianised areas will be provided within the site's internal layout which will tie in with existing footway provision on the surrounding network. The proposals include retention of a footway / pedestrianised area connecting Avon Road to Anchor Springs which provides convenient access to local bus services.

A total of 53 No. cycle spaces are to be provided across the development. 26 No. internal spaces will be provided in a dedicated storage area to the north of Block 1, 8 No. external spaces will be provided to the west of Block 2 and 19 No. internal spaces will be provided in a cycle store at Block 3.

Measures to Encourage and Promote Walking and Cycling

- Footways to be provided within the development which connect to existing off-site provision and bus stops.
- Provision of quality cycle parking to be provided for residents.
- Walking and cycling routes to local amenities will be shown on maps in initial and ongoing Travel Plan communication.
- Health benefits of walking and cycling will be promoted in initial and ongoing Travel Plan communication.

4.3 Public Transport

As stated in Chapter 3 there are good options for arriving to the development by public transport, with a number of bus stops and services provided within a short distance of the building entrances and Littlehampton rail station located within an approximate 6-minute walk.

Measures to Encourage and Promote Public Transport Use

- Bus timetable, bus routes and ticketing information will be provided in the initial and ongoing Travel Plan communication. Details will also be included to advise residents about rail travel.

4.4 Travel by Car

Vehicular access to the development is to be provided from the existing one-way arrangement on Avon Road.

The development proposals at Appendix A show the provision of 25 No. car park spaces for residents, including 2 No. spaces are for the use of residents with disabilities and 8 No. spaces for electric vehicle charging. As per the original planning application, there are no car park spaces proposed for the retail units.

Car park demand will be actively monitored by the Travel Plan Coordinator. If there are issues which result in residents not being able to park and/or impacts on the surrounding road network, car sharing and other travel modes will be more heavily promoted and may receive some financial incentive, or parking bays may be specifically marked out for car share.

Measures to Manage Car Use

- Sustainable transport will be promoted to residents.
- Promote benefits of reduced car use through wider Travel Plan communication.
- Promotion of the “West Sussex Carshare Scheme” to assist in the reduction of the use of the private car.

4.5 Deliveries and Servicing

All refuse collections and deliveries will be undertaken within the internal layout of the site. Servicing access will be taken from Avon Road.

5 Actions Required to Deliver the Travel Plan Measures

Table 4 summarises the actions required to deliver the Travel Plan.

Table 4: Actions Summary Table

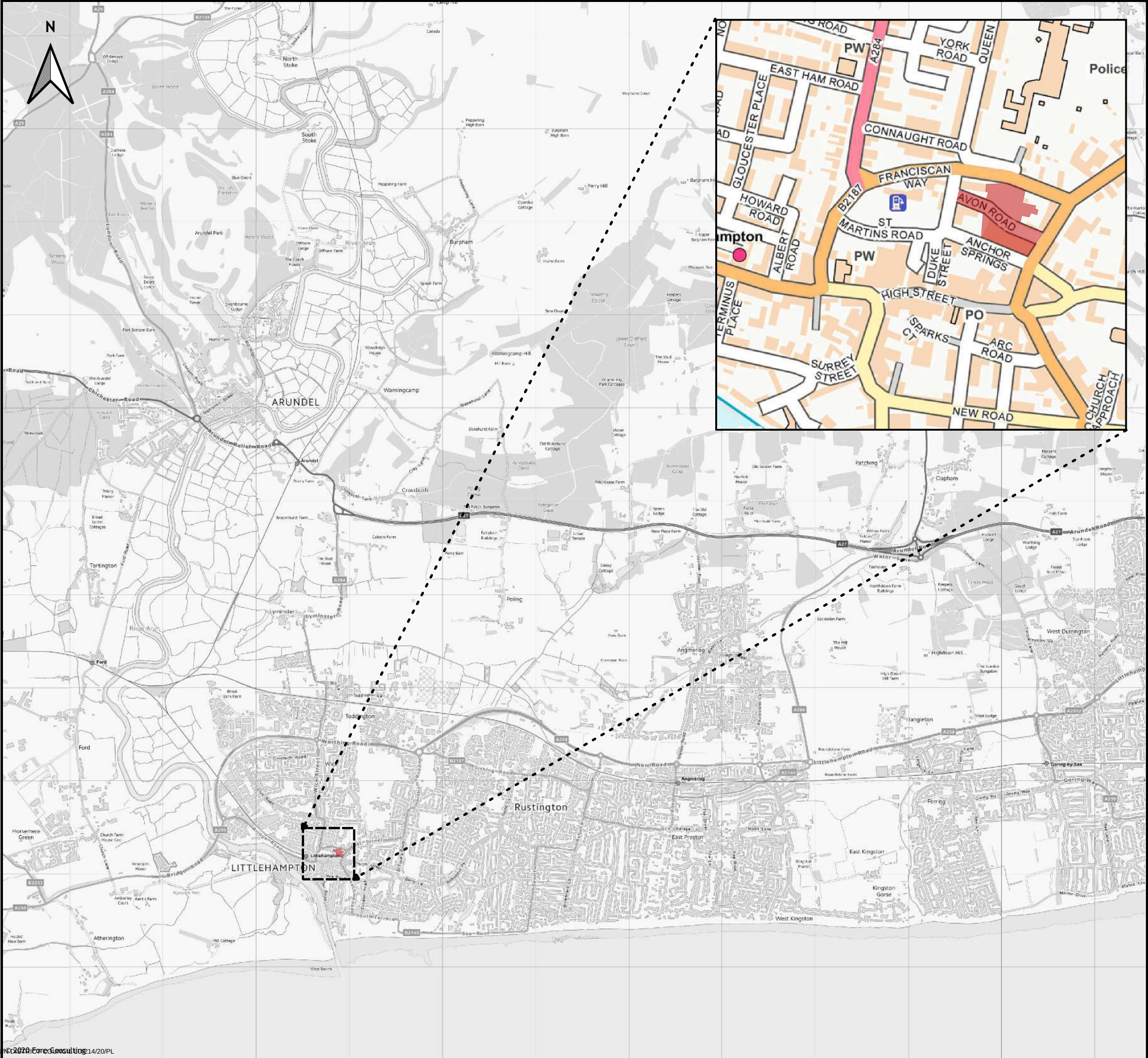
	Action	Responsibility	Implementation
A	Appoint Travel Plan Coordinator (TPC) and provide LPA with their contact details.	Developer / House Builder	Prior to marketing the site.
B	Provide fund for Travel Plan management.	Developer / House Builder	On appointment of TPC.
C	Review Framework Travel Plan obligations.	Developer	Prior to marketing the site.
D	Produce final Travel Plan containing monitoring and reporting schedules, Travel Plan measures and communications strategy and agree with LPA.	TPC	Within the timescale set by LPA envisaged to be prior to first occupation.
E	Deliver Travel Plan Measures as specified in the agreed Travel Plan.	TPC / Developer	As per schedule set out in final Travel Plan and agreed with LPA.
F	Agree programme for setting Travel Plan targets with LPA.	TPC	As per schedule set out in final Travel Plan and agreed with LPA.
G	Carry out Travel Plan monitoring via schedule set out in final Travel Plan.	TPC	As per schedule set out in final Travel Plan and agreed with LPA.
H	Report on progress of Travel Plan.	TPC	As per schedule set out in final Travel Plan and agreed with LPA.

Table 5 gives a summary of the Travel Plan Measures which will be in place to encourage travel to the development by sustainable modes. The effectiveness of the measures will be reviewed each year in the Monitoring Report and will be updated in future updates of the Travel Plan. Some measures may be removed if they have been achieved and require no ongoing action, or if they have not been effective then more may be added if required, to be agreed with the local planning authority.

Table 5: Travel Plan Measures Summary Table

	Measure	To Support	Responsibility	Implementation
1	Travel Plan Coordinator (TPC) to be available to communicate the Travel Plan and the benefits of sustainable travel to residents.	Sustainable travel choice	TPC	Ongoing after appointment of TPC
2	Provide development-specific measures in final Travel Plan through agreement with LPA and setting of planning condition.	Sustainable travel choice	TPC	To be determined in final Travel Plan and agreed with LPA
3	Travel Plan information emailed/given to residents.	Sustainable travel choice	TPC	When signing contract
4	Pedestrian areas provided within the site which link to the existing off-site provision and bus stops.	Sustainable travel choice	Developer	Construction
5	Quality cycle parking will be provided for residents at the development.	Cycling	Developer	Construction
6	Provide information on walking and cycling routes and promote the health benefits in on-going Travel Plan communication.	Walking and Cycling	TPC	Ongoing
7	Provide information on bus / rail timetables, routes and ticketing information.	Public Transport	TPC	Ongoing
8	Promote sustainable modes of travel and promote benefits of reduced car use.	Managing Car Use	TPC	Ongoing
9	Provide information on the “West Sussex Carshare Scheme” to residents.	Managing Car Use	TPC	Ongoing

Figures



Key:

Indicative Site Boundary

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Fore Consulting Limited
Suite 14, City Quadrant
11 Waterloo Square
Newcastle Upon Tyne
NE1 4DP
0191 255 7778
www.foreconsulting.co.uk

Client:
Ropemaker Properties

Project:
Former Waitrose, Avon Road, Littlehampton

Figure Title:
Site Location

Scale: 1:40000	Figure Status: Issue
Job Number: 7042	Figure Number: Figure 1



Key:

Indicative Site Boundary

Key Links

Anchor Springs

Avon Road

B2187 Franciscan Way

East Street

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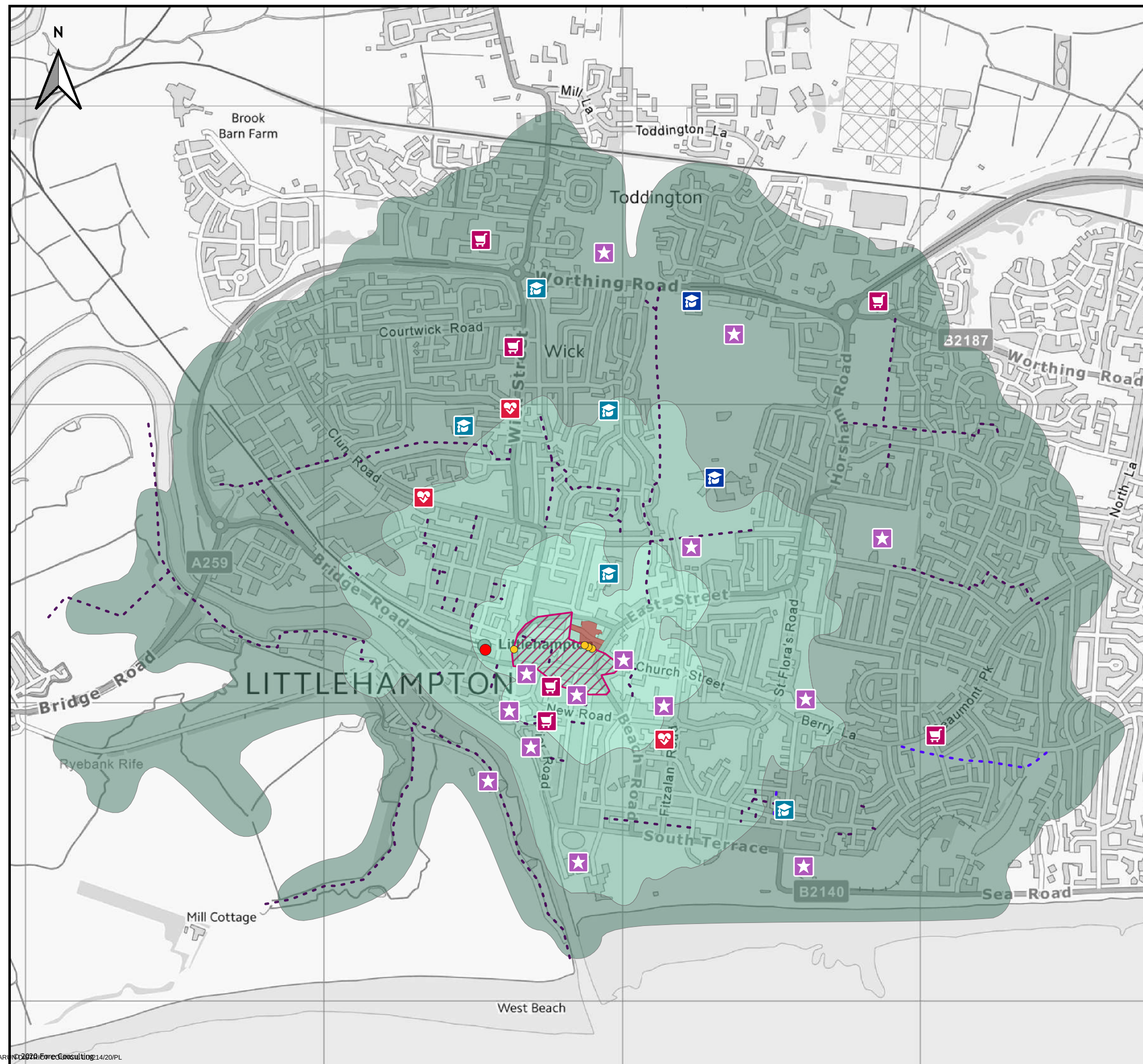
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Client:
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Project:
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Figure Title:
Local Highway Network

Scale: 1:1750	Figure Status: Issue
Job Number: 7042	Figure Number: Figure 2



Key:

Indicative Site Boundary

Walking Catchment

500m

1000m

2000m

Area of high concentration of local amenities including leisure, retail and health facilities

Local Land Use

Health (e.g. Pharmacy or Medical Centre)

Leisure and Recreation

Retail

Primary School/ Nursey

Secondary School

Littlehampton Train Station

Bus Stop

Public Right of Way (PRoW)

Footpath

Bridleway

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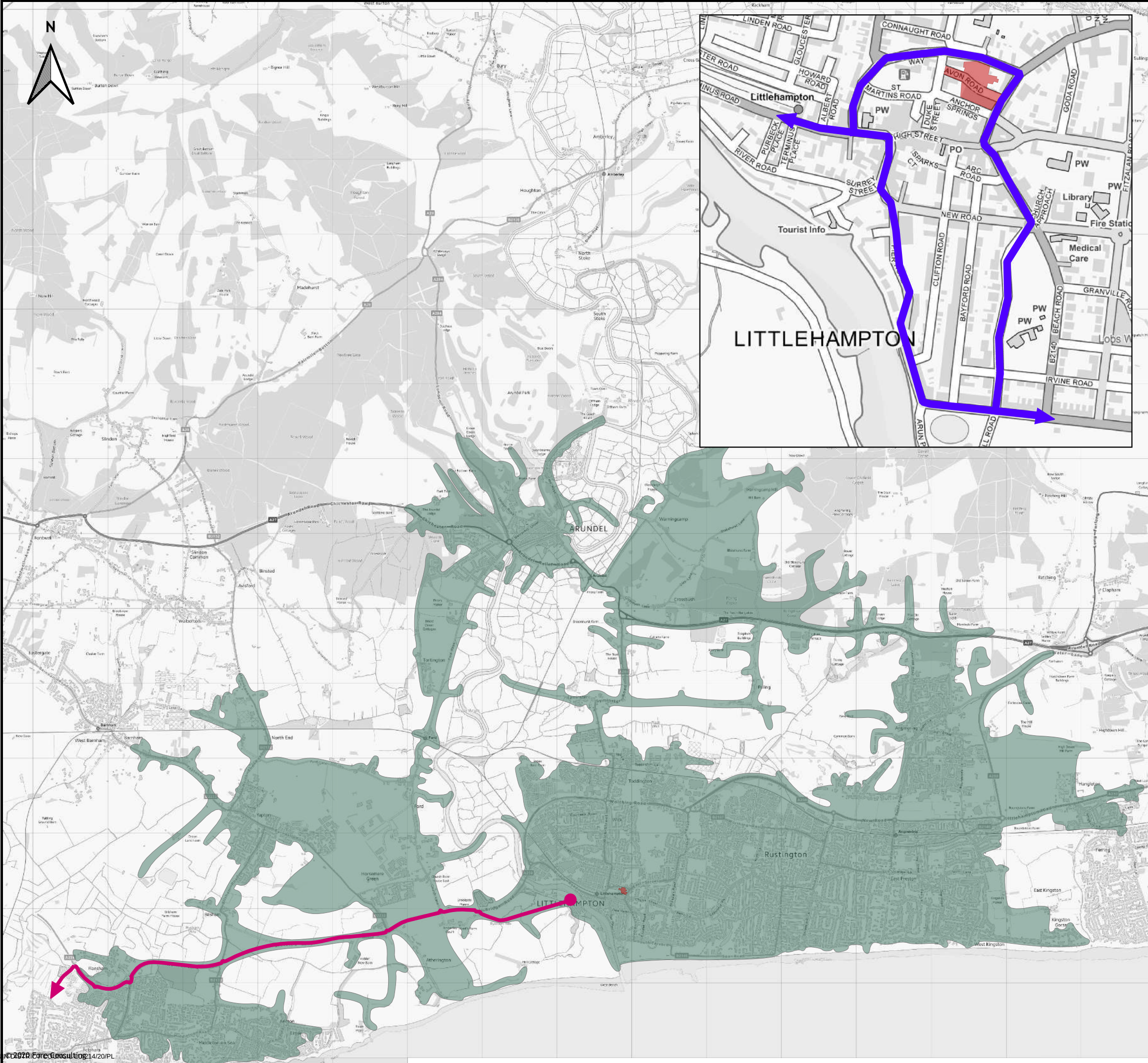
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Project:
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Figure Title:
Walking Catchment and Local Land Use

Scale: 1:12500	Figure Status: Issue
Job Number: 7042	Figure Number: Figure 3



Key:

- Indicative Site Boundary
- 8.0km Cycle Catchment
- South Coast Cycle Route
- National Cycle Route 2

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Ropemaker Properties

Project:
Former Waitrose, Avon Road, Littlehampton

Figure Title:
Cycle Catchment and Long-distance Cycle Routes

Scale: 1:50000	Figure Status: Issue
Job Number: 7042	Figure Number: Figure 4



- Key:
- Indicative Site Boundary
 - 400m Walking Catchment
 - Littlehampton Train Station
 - Bus Stop
 - Bus Route

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Fore Consulting Limited
Suite 14, City Quadrant
11 Waterloo Square
Newcastle Upon Tyne
NE1 4DP
0191 255 7778
www.foreconsulting.co.uk



Client:
Ropemaker Properties

Project:
Former Waitrose, Avon Road, Littlehampton

Figure Title:
Local Public Transport Network

Scale: 1:3125	Figure Status: Issue
Job Number: 7042	Figure Number: Figure 5

Appendix A

Proposed Site Layout

Fore Consulting Limited
Suite 14, City Quadrant
11 Waterloo Square
Newcastle upon Tyne
NE1 4DP

0191 255 7778
enquiries@foreconsulting.co.uk
www.foreconsulting.co.uk



Fore Consulting Limited. Registered in England and Wales No. 7291952.
Registered Address: Gresham House, 5 - 7 St Pauls Street, Leeds LS1 2JG, United Kingdom
VAT Registration No. 105 0341 75