

Upton McGougan

**WINDROOS NURSERY
WORTHING ROAD
LITTLEHAMPTON**

Framework Travel Plan

for

Stuart Lyons (Haulage) Ltd

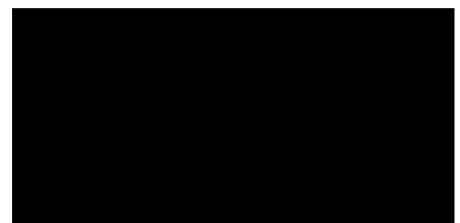
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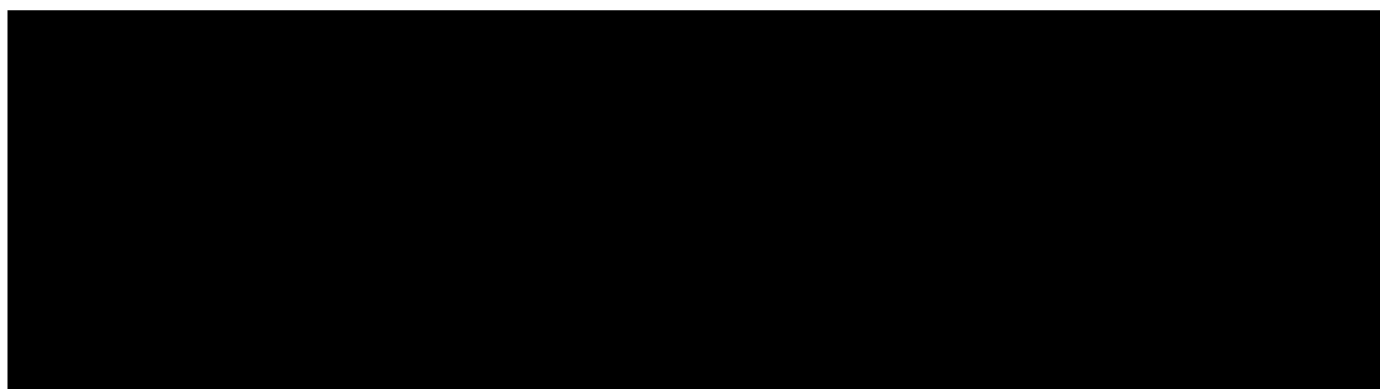
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likely to achieve the greatest impacts in relation to larger residential developments (i.e. over 100 dwellings), though smaller schemes may offer scope where benefits address local issues, complement other developments and/or cumulatively work to change travel patterns.

- 1.5 That document also recognises that the travel habits of many travellers from a proposed residential development are already likely to be influenced by other site-based travel plans, developed to reduce car use to a specific destination, for example, a workplace or school.
- 1.6 Residential travel plans in the context of new development will normally be drawn up before the residents are in occupation. A residential travel plan should also include targets, monitoring and management arrangements to ensure that the objectives of the travel plan are achieved and that it remains sustainable over the longer term.
- 1.7 In this case, however, at this outline application stage, no firm proposals exist for the development. An indicative layout has been produced, but this may change at detailed design stage. It is vitally important that any travel plan is relevant if it is to succeed, so this document represents a framework within which a final travel plan document could be developed once the actual proposals are known.
- 1.8 If the travel plan is designed into the residential development from the beginning and supported by a long term commitment and mechanisms for implementation, potential local benefits include:
 - Reducing the need for car use with benefits in terms of reduced traffic, congestion, air pollution and accidents;
 - Improving accessibility and travel choice for reaching local facilities;
 - Improving public transport provision for people in nearby developments because of the increased economies of scale;
 - Increasing scope for child-friendly housing layouts with fewer roads, vehicle movements and parking areas;
 - Improving access by the wider community to the residential development by sustainable modes of transport;
 - Achieving more attractive environments that contribute to regeneration and renewal initiatives;
 - Increasing marketability of the development as more households seek to change their travel behaviour.
- 1.9 The remainder of this document describes the development proposals; information on the implementation and operation of the TP; the audit of site accessibility, undertaken by UML; and measures that could be implemented as part of the TP and how the scheme will be monitored and reported.

2.0 DEVELOPMENT PROPOSAL

- 2.1 There is currently no firm development proposal for this site. However, an indicative site layout has been prepared, which comprises 91 residential units, including a proportion of affordable housing. The layout includes a mixture between flats and houses, which includes 9 x four bed houses, 45 x three bed houses, 18 x two bed houses, 13 x two bed flats and 6 x one bed flats.
- 2.2 The provision of affordable housing will represent a cross section of the smaller houses and flats. Parking provision is currently in line with Arun District Council's maximum standards, which are higher than the equivalent West Sussex County Council maximum parking standard.
- 2.3 Currently there are five businesses operating from the Lyons Haulage Depot site. The largest is Stuart Lyons (Haulage) Ltd, which holds operating licences for 31 Heavy Goods Vehicles (HGVs) and 28 trailers. Stuart Lyons (Haulage) Ltd employs around 50 staff including office staff, mechanics and drivers.
- 2.4 Other businesses on site include M.J. Tandy Haulage Ltd, which operates 2 HGV and 2 trailers; Grip & Tip waste disposal services operating with 2 HGVs; Ralph Removals also operating 2 HGVs; and Fowler Welch, a food distribution firm, with 4 HGVs operator licenses.
- 2.5 The Transport Assessment that accompanies this document uses a comparative analysis based on the existing haulage businesses presently operating from this site. This shows that between 106 and 120 privately owned residential units, i.e. the higher trip generator in this sector, could be accommodated with no equivalent intensification in the use of the junction. This has been used in the capacity testing to provide a robust basis for decision making.
- 2.6 As stated above, it is likely that the details of the site layout, accommodation and tenure will all be subject to review as part of the full application. This would also require a review of the parking provision, which currently shows that the higher maximum can be achieved. Appendix A includes the indicative layout.
- 2.7 This document sets out the measures that could be undertaken as part of the TP and presents an assessment of the accessibility of the site on which these measures are based. At this stage, the focus in this document is primarily on 'soft' measures, which are information based.

3.0 TRAVEL PLAN IMPLEMENTATION AND OPERATION

3.1 The principal objective of any TP is to promote sustainable travel, including walking, cycling and public transport. This consequently reduces the amount of single occupancy car travel, thereby moderating the future adverse traffic-related environmental impacts, including congestion, noise and pollution.

3.2 The success of the TP is assessed against targets established within the document, following annual surveys recording various travel modes to and from the site. Through appropriate revision and monitoring, the TP will remain a relevant and active process, rather than a single static document.

3.3 Typically TPs are required to employ 'SMART' (Specific, Measurable, Achievable, Realistic, Time-bound) targets. Over time, examples of defined targets may include:

- ☐ vehicle trip reduction;
- ☐ single occupancy vehicle trip reduction / increase in multi-occupancy vehicle trips;
- ☐ reduced vehicular travel (veh.km);
- ☐ increase in modal share or change in modal split between travel modes; and/or
- ☐ number of car sharing trips / members.

3.4 In respect of existing linkages for this site, the Development Brief recognises the whole site as being *"located within the built-up area and lies within easy walking and cycling distance of a range of educational, employment and other services"*. The TP therefore focuses primarily on 'soft' measures, which are information based. In refining the content of the TP, a variety of sustainable travel modes will be explored with the aim of providing a sustainable travel environment that encourages the adoption of these modes.

3.5 In order to meet the key objectives of this TP, it is essential that a number of measures be implemented at an early stage to ensure that residents of the site are informed of the proposals and can contribute to the development of the TP. The resulting increased level of resident sustainable travel behaviour and the creation of a sense of ownership, towards the TP, by residents, would ultimately determine the success of the TP. The essential early measures include:

- ☐ At least 3 months prior to first occupation, a Travel Plan Co-ordinator (TPC) should be appointed to promote, encourage and oversee all aspects of the travel plan amongst residents, and to inform WSCC of TPC's contact details;
- ☐ Develop a welcome pack to be delivered to all new residents on first occupation, to include:
 - A TP leaflet explaining the concept/purpose of a residential travel plan;
 - Travel information such as public transport timetables, journey routes and times, information on destinations, facilities and services;
 - Cycle and pedestrian routes, distances and estimated travel times;
 - Pedestrian and cyclist safety information;

- Information on Parking Permits (if applicable);
 - Car club information (if applicable); and
 - Information on sustainable travel websites and campaigns.
- ☐ Within 3 months of full occupation, undertake a survey of residents to determine travel patterns and mode choice (an example of a residents travel survey form is included as Appendix A) – analysis of initial study to be made available to local authority to inform targets for final travel plan; and
- ☐ Establish the viability of a residents steering group with regular meetings to allow the opportunity to feedback to the TPC and to create a greater sense of involvement and ownership – for a development of this scale it is more likely that an informal group with direct feedback to the TPC would emerge.
- 3.6 The final TP will detail the timescales by which any targets are to be achieved. This information will be included in the final draft of the TP once the initial residents survey has been carried out.
- 3.7 On-site promotion of the plan will be by means of travel information and TP initiatives being displayed on a notice board in the public area of the building. All units on this development will also be provided with broadband connections.
- 3.8 The TPC will need to be supported by the eventual developer and will need to be granted sufficient resources to implement the measures outlined within the TP. The TPC will be trained sufficiently to respond to requests for travel advice from individuals by providing sustainable travel related information suitable for all residents living on site.
- 3.9 It is important that the TP is considered a process rather than a single event. Regular evaluation and, if necessary, adaptation of the measures put in place will increase the likelihood of the TP meeting its aims, and ensure that any shortfalls are identified and changed at the earliest opportunity.

4.0 SITE ACCESSIBILITY AUDIT

- 4.1 Upton McGougan Ltd have considered the accessibility of this site to a range of facilities and services that will encourage sustainable travel for future residents.
- 4.2 In respect of the retail offer, there are two Sumerfield supermarkets within a 1.5km radius of the site. The town centre is some 2km south of the site.
- 4.3 Local health needs are supported by Littlehampton Hospital, approximately 2km south of the site, near the town centre; as well as doctors surgeries, including Arun Medical Group, Wick Surgery and The Park Surgery within a 1.5km radius of the development site. There are also five dentists, including two branches of Old Manor Surgery, Beach Road Dental Care, S Pittham and A G Saward BDS, LDS, RCS & Associates.
- 4.4 With regard to education, there are two infant schools, two primary schools and a secondary school close by as shown below:

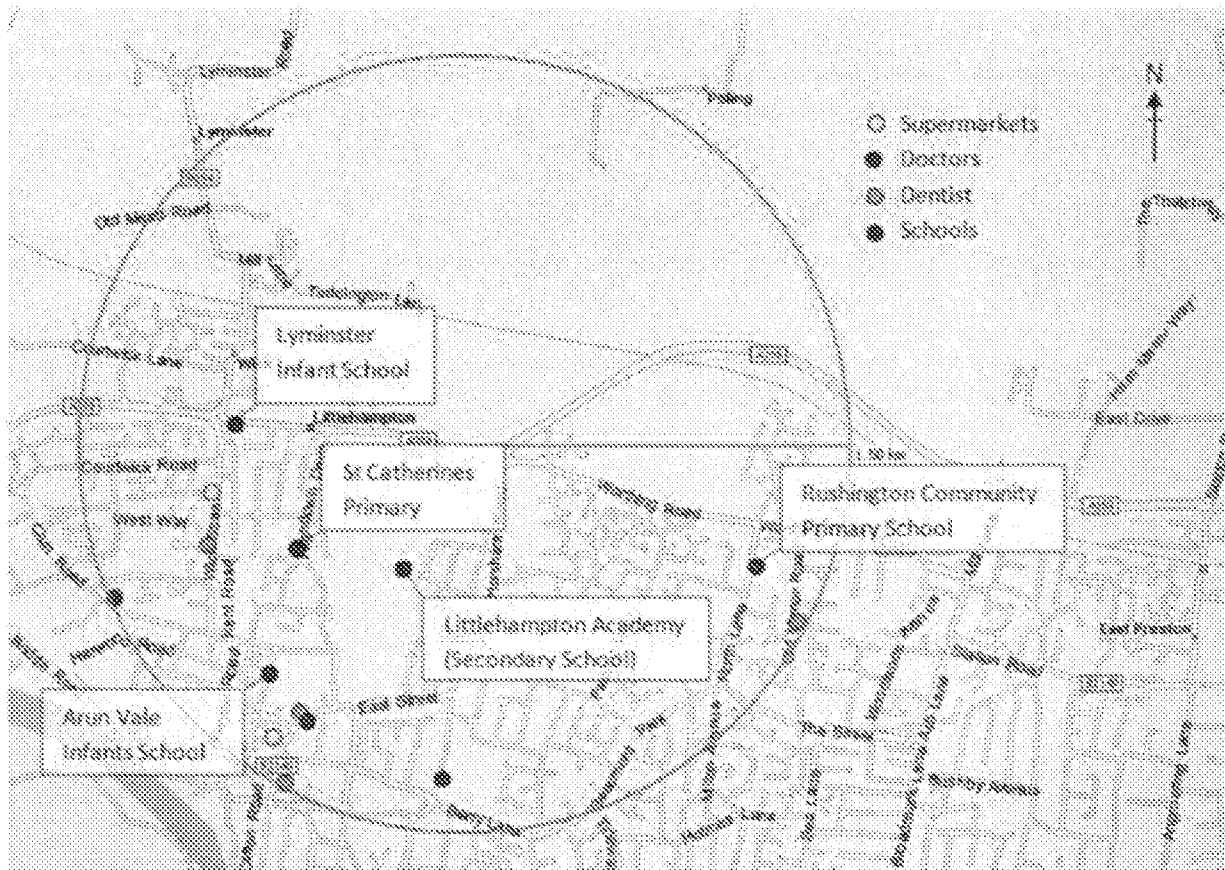


Figure 2: Proposed Development Site Location and Local Facilities

- 4.5 Figure 2, above, shows the various shopping, health and education facilities available within a 1.5km radius of the site. In addition to this it was observed that Littlehampton Railway Station and Littlehampton Leisure Centre is also located close to the town centre some two kilometres to the south of the site.

- 4.6 Local employment is available through jobs in numerous employment sectors with Littlehampton town centre, which also provides a further range of facilities and services, including some high street stores. The site is particularly well located in respect of the town's major employer, Body Shop International, which is right next door.

Local Pedestrian/Cycle Environment

- 4.7 A shared footway cycleway is in place along the northern side of A259 Worthing Road between Watersmead Roundabout and just west of Toddington Lane. Pedestrian and cyclist permeability is aided by the presence of a toucan crossings in the vicinity of the Watersmead Roundabout, and two pelican crossings, one in the vicinity of Wick Roundabout and the other just to the west of Toddington Lane. These 3 controlled crossings operate on demand. A footway is in place along the south of A259 Worthing Road between Watersmead Roundabout and Wick Roundabout.

- 4.8 It was agreed as part of the adjacent George Wimpey/Laing Homes development that the following improvements would be implemented:

- Provision of a new Toucan crossing facility on A259 Worthing Road and pedestrian and cycle links between it and the main site and between it and Highdown Drive
- Provision of a 3m shared footway cycleway along the north side of A259 Worthing Road between the proposed Toucan crossing and the existing Toucan crossing at Watersmead Roundabout

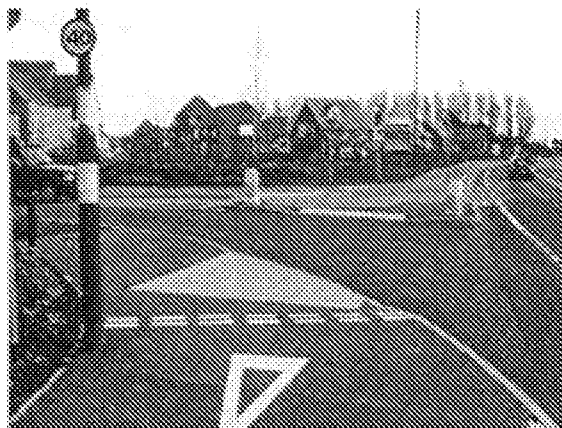


Photo 1: Shared cycle/footway at the new Toddington Lane junction



Photo 2: Shared cycle/footway across the front of the proposed development site

- 4.9 An advisory cycle route is in place linking Wick Roundabout and Watersmead Roundabout, with the town centre and Littlehampton railway station. The above improvements have completed the circuit, which also passes immediately adjacent to the proposed site.

Local Bus Services

- 4.10 The closest bus stop to the site is to the south east, adjacent the cemetery, approximately 250m walk from the site. The Stagecoach 700 service operated from this stop serves destinations between Brighton and Southsea. A further 150m to the south is the Peregrine Road bus stop where Stagecoach route number 9 can be

accessed, which links Southwick and Littlehampton. The bus services available from these stops are summarised in **Table 1** below.

Table 1: Local Bus Services

Operator	Service No	Bus Stop	Route	First Bus	Last Bus	Frequency	Duration to furthest destination (mins)
Stagecoach South	700	Littlehampton Cemetery	Brighton - Worthing - Arundel - Chichester - Southsea	05.45	20.34	2 hourly	105
Stagecoach South	9	Peregrine Road	Southwick - Littlehampton	07.38	18.32	hourly	100

4.11 In addition to this there is a service (Service No. G) operated by Compass Travel which runs once a day between Wick and Angmering Sainsburys, calling at the stop at Peregrine Road and a school bus service (Service No. 758) between Wick and Worthing Palatine School.

4.12 There is also a National Express stop in Littlehampton which links Littlehampton to Bognor Regis, Chichester, Coulsdon, Felpham, Findon, Gatwick Airport, Goring-by-Sea, Hooley, Horsham, Rustington, Stockwell, London (Victoria Coach Station), West Worthing and Worthing. However, this service only calls at Littlehampton once a day.

Local Rail Services

4.13 The closest railway station to the site is Littlehampton, which is a 2km walk from the site. The station serves routes to London Victoria (via Worthing and Hove) to the east, and Bognor Regis to the west. The rail services available from Littlehampton are summarised in **Table 2**. Brighton and Southampton can also be accessed from Littlehampton by changing at Angmering station.

4.14 Littlehampton railway station is managed by Southern, and fully staffed between the hours of 05:50-19:15 Monday-Friday, 06:30-19:55 on Saturday and 08:10-19:45 on Sunday. Sheltered cycle storage is provided on the platform, and there are 40 spaces in the station car park. Self-service ticket machines are available at this station. Disabled parking is available, as well as step free access to the entire station and disabled toilets.

Table 2: Rail Services Available from Littlehampton

Destination	First	Last	Number of Direct Services		Approximate Duration (mins)	Frequency (per hour)
			Arrive AM 08:00 – 09:00	Depart PM 17:00 – 18:00		
London Victoria via Worthing & Hove	05.02	23.39 (out bound)	3	5	105	4
Portsmouth & Southsea	05.35	23.39 (out bound)	3	4	55	2-3
Bognor Regis	06.04	23.39 (out bound)	3	2	17	2-3

- 4.15 Angmering railway station, located 3.4km from the site, serves routes to Brighton, Littlehampton, Worthing, London Victoria, Portsmouth Harbour and Southampton. Stagecoach number 9 links the site with Angmering railway station, thus improving the accessibility of Angmering railway station to site users.

Table 3: Rail Services Available from Angmering

Destination	First	Last	Number of Direct Services		Approximate Duration (mins)	Frequency (per hour)
			Arrive AM 08:00 – 09:00	Depart PM 17:00 – 18:00		
London Victoria via Worthing & Hove	05:33	23:47 (out bound)	5*	4*	95	4*
Portsmouth & Southsea	06:06	23:19 (out bound)	2*	2*	45	2*
Bognor Regis	06:50	23:15	3*	2*	20	2*

* Includes some indirect services

- 4.16 Angmering railway station is managed by Southern, and fully staffed between the hours of 06:25-19:35 Monday-Friday, 06:40-20:05 on Saturday, and 08:10-15:45 on Sunday. Sheltered cycle storage is provided on the platform as well as at the front of the station, and there are 75 spaces in the station car park. Self-service ticket machines are available at this station, as well as the collect from machine facility. Disabled parking is available, as well as step free access to the entire station and disabled toilets.

5.0 SUSTAINABLE TRAVEL MEASURES AND MONITORING

- 5.1 This section sets out the initiatives that will be considered and/or implemented by the eventual developer to achieve the aims of the TP:

Promotion of Public Transport Usage

- 5.2 The TP will promote the use of local public transport services, including bus and rail.
- 5.3 As detailed in Section 4, the site accessibility audit shows that the site is relatively well located with links to bus, rail services and facilities.
- 5.4 Whilst this should be sufficient in itself to encourage and sustain the regular use of these public transport services, the TPC would regularly obtain and distribute information regarding local bus and rail travel, such as:
- ☐ Offers and alterations to travel card costs and set-up
 - ☐ Changes to timetables and routes
 - ☐ Improvements to bus stops and rail stations

Promotion of Cycling

- 5.5 Cycling to and from the site will be encouraged through the provision of appropriate cycle facilities.
- 5.6 Secure, sheltered cycle storage is likely to be included as part of this development. This, together with the sites location on a recently improved cycle route, should contribute to ensuring that future residents enjoy and contribute to the 'renaissance in cycling' by regularly choosing this mode of sustainable travel.
- 5.7 The TPC would also contribute to encouraging cycling by:
- ☐ Promoting WSCC Cycling Strategy
 - ☐ Keeping updated information on Cycle Network
 - ☐ Providing route maps and safety advice in the residents' welcome pack
 - ☐ Liaising with local cycle store owners to negotiate deals and discounts

Promotion of Walking

- 5.8 Residents will be encouraged to walk to and from the site.
- 5.9 Through the use of a 'Welcome Pack' for all new residents, information on walking route maps with travel times to key destinations and facilities will be provided
- 5.10 The TPC would continue to promote walking by monitoring and disseminating relevant related information from the WSCC website which provides information on current walking and cycling schemes, news, routes and maps, clubs, events and training.
(www.westsussex.gov.uk/ccm/navigation/roads-and-transport/walking-and-cycling/)

Promotion of Car Sharing

- 5.11 Depending on the results of the initial residents travel survey, car sharing may be encouraged for residents with no alternative sustainable transport option.
- 5.12 As a residential development, this location would generally form the origin of most trips. It is likely that some car share trips may be generated for residents through their own existing workplace travel plans. The scale of the development suggests the number choosing this mode would, however, be very small.
- 5.13 For those residents who may need to consider this mode, the TPC may promote existing car-share website such as (www.westsussexcarshare.com), which is an existing and free car sharing database, supported by Transport for London, providing contact information for persons looking to car-share in London.

Promotion of Home Working

- 5.14 As this is a residential TP, it is difficult to attempt to influence the level of working from home. The individual residents are not yet known and the TPC would not have any influence over local employers to amend their working patterns.
- 5.15 All units are likely to be equipped with broadband internet facilities to encourage activity such as working from home where appropriate. The TPC may also promote the benefits of working from home, including cutting out commuting time, enjoying flexible work patterns, spending more time with families, saving money, and being in a comfortable, relaxed and less stressful environment, within the welcome pack.

General Scheme Promotion

- 5.16 All initiatives within the TP will be effectively communicated to residents by the TPC.
- 5.17 Reference material such as public transport timetables, maps and contact information made available to residents both directly and in public locations within the development in quick reference format. The TPC will be responsible for ensuring this material is regularly reviewed and refreshed.

6.0 CONCLUSIONS

- 6.1 Upton McGougan Ltd has been commissioned by Stuart Lyons (Haulage) Ltd to consider the transport and access issues relating to the redevelopment of the current Lyons Haulage Depot site, located at Windroos Nursery, Littlehampton.
- 6.2 The development site is located on the A259 Worthing Road, within the built-up area, on the northern edge of Littlehampton.
- 6.3 There is currently no firm development proposal for this site. However, an indicative site layout has been prepared, which comprises 91 residential units.
- 6.4 It is expected that this framework travel plan document would be superseded by a final travel plan once the ultimate developer of the proposed site is known.
- 6.5 Baseline travel modal share and targets shall be refined following resident travel questionnaires being carried out within three months of full occupation of the redeveloped site.
- 6.6 A Travel Plan Coordinator would be appointed to initially organise the survey and oversee the analysis of the results. The TPC would seek to raise awareness and encourage changes towards sustainable travel behaviour. The TPC would be responsible for the annual monitoring of the travel modes employed by residents and the revision the content of the TP based on those results. This ensures that the TP remains an active process and maximises available opportunities to increase levels of sustainable travel.

APPENDIX A



APPENDIX B

Residents Travel Survey

1. House/Flat Number

2. Road/Street Name

3. Gender

- ☐ Male
- ☐ Female

4. Age

- ☐ Under 25
- ☐ 25 - 34
- ☐ 35 - 44
- ☐ 45 - 54
- ☐ 55 or over

5. Do you own a car?

- ☐ Yes
- ☐ No

6. If yes, how many cars do you have in your household?

- ☐ 1 car
- ☐ 2 or more cars

7. Do you have a disability, which affects your travel arrangements?

- ☐ Yes
- ☐ No

8. How do you mostly travel?

- ☐ Bus
- ☐ Bicycle
- ☐ Car, on your own
- ☐ Car, with other(s)
- ☐ Foot
- ☐ Motorbike
- ☐ Train
- ☐ Other

9. Which of the following do you occasionally use instead of your usual form of transport?

- ☐ Bus
- ☐ Bicycle
- ☐ Car, on your own
- ☐ Car, with other(s)
- ☐ Foot
- ☐ Motorbike
- ☐ Train
- ☐ Other (please specify)
- ☐ No alternative used

10. How far do you travel to work?

- ☐ Up to 1 mile
- ☐ Over 1 mile and up to 2 miles
- ☐ Over 2 miles and up to 4 miles
- ☐ Over 4 miles and up to 10 miles
- ☐ Over 10 miles and up to 20 miles
- ☐ Over 20 miles

11. How long does it currently take you to get to work?

- ☐ 0 - 15 minutes
- ☐ 16 - 30 minutes
- ☐ 31 - 60 minutes
- ☐ 61 - 90 minutes
- ☐ Longer than 90 minutes

12. How far do you travel for shopping, leisure etc?

- ☐ Up to 1 mile
- ☐ Over 1 mile and up to 2 miles
- ☐ Over 2 miles and up to 4 miles
- ☐ Over 4 miles and up to 10 miles
- ☐ Over 10 miles and up to 20 miles
- ☐ Over 20 miles

13. How long does it currently take you to reach shopping, leisure etc facilities?

- ☐ 0 - 15 minutes
- ☐ 16 - 30 minutes
- ☐ 31 - 60 minutes
- ☐ 61 - 90 minutes
- ☐ Longer than 90 minutes

14 Which of the following would encourage you to cycle to work/leisure facilities?

PLEASE TICK NO MORE THAN 2

- ☐ Improved cycle paths on the journey to work, leisure and shopping
- ☐ Arrangements to buy a bicycle at a discount
- ☐ Free cycle training schemes
- ☐ Other (please specify)
- ☐ None

15 Which of the following would most encourage you to use public transport to get to work/leisure facilities?

PLEASE TICK NO MORE THAN 2

- ☐ More direct bus routes
- ☐ More frequent bus service
- ☐ Better lighting at bus shelters
- ☐ Discount tickets/passes
- ☐ More convenient bus drop off points
- ☐ Public transport information
- ☐ Other (please specify)
- ☐ None

Please complete questions 16 – 19 if you use a car

16 What are your main reasons for using your car?

- ☐ A means of convenience
- ☐ Dropping/collecting children
- ☐ Travel to Bus/Train station
- ☐ Health reasons
- ☐ Lack of an alternative
- ☐ Other (please specify)

17 Would you be prepared to car share?

- ☐ Yes
- ☐ No

If your answer is no, please say why

18 Which of the following would most encourage you to car share?

PLEASE TICK NO MORE THAN 2

- ☐ Help in finding car share partners with similar travel patterns
- ☐ Free taxi home if let down by car driver
- ☐ Free recovery service if car breaks down
- ☐ Reserved parking for car sharers
- ☐ Reduced parking charges for car sharers
- ☐ Other (please specify)
- ☐ One of these

19 Do you have any comments about your travel options or patterns?

Thank you for your cooperation. Please be assured that all your answers remain confidential

Please return this form to

Name

at

by