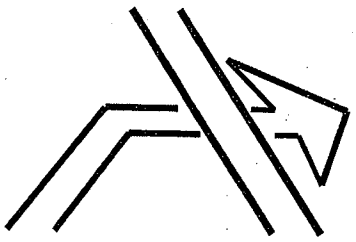
Dr Allan J Burns



Traffic and Transportation Consultant

ARUN DISTRICT COUNCIL
No. LU 257 07
RECEIVED 5.10.07

PROPOSED ASSISTED LIVING SHELTERED HOUSING DEVELOPMENT BY MCCARTHY AND STONE DEVELOPMENTS LIMITED

32, 33, 34 FITZALAN ROAD AND 14, 16 CHURCH STREET LITTLEHAMPTON

REPORT ON TRANSPORT ISSUES

August 2007

This report has been prepared by :-

Dr. Allan James Burns

Qualifications:-

B.Sc. Hons	(Civil Engineering - University of Wales)
M.Sc.	(Transportation Planning and Traffic Engineering - Southampton University)
Ph.D	(University of Southampton – thesis subject "Transport and Related Characteristics of the Residents of Private Category II Sheltered Housing for the Elderly")

Chartered Engineer

Member of the Institution of Civil Engineers

Member of the Institution of Highways and Transportation

Experience:-

Fifteen years (1970 to 1985) in the Transportation Section of the County Surveyor's Department of Hampshire County Council, the last 11 years as team leader responsible for the transport input to all local plans throughout Hampshire. Evidence was presented at a number of local plan inquiries, and advice and evidence given on planning appeals.

From 1985 to present day, independent traffic and transportation consultant working on a wide variety of development proposals, including housing, sheltered housing, employment uses, leisure facilities, shopping, public houses, mineral extraction and car boot sales.

Since 1985 - visiting lecturer at Southampton University on aspects of Transportation at both undergraduate and postgraduate levels.

Advising McCarthy and Stone on transport and car parking issues for some 20 years.

1. Introduction

1.1 An initial planning application was submitted for 65 assisted living apartments for the elderly for a site on the corner of Fitzalan Road and Church Street, Littlehampton. Permission was refused for 4 reasons, two of which related to access/highway issues.

1.2 In an attempt to overcome the concerns of the Authorities, or to at least minimise the issues to be dealt with at any future appeal, a revised application is being submitted. This report, along with its appendices, has been prepared to address the two highway reasons for refusal. These are as follows:-

> 3. *The proposed access to the site does not appear to meet recognised highway standards, therefore a stage 1 Safety audit is required in support of the development proposals, which will generate traffic movements. No stage 1 safety Audit has been submitted with the application. Therefore, the Highway Authority is not satisfied that the highway issues that arise from the proposed development have been considered in accordance with the West Sussex County Council Road Safety Audit Policy. Therefore, the development proposals do no accord with Policy DEV4 of the West Sussex Structure Plan.*
>
> 4. *The formation and use of an access to the public highway Church Street at this point would add to the hazards of highway users to an unacceptable degree in conflict with policies NE17 of the West Sussex Structure Plan and GEN7 of the Arun District local Plan.*

1.3 This report describes the nature of the proposed development, the likely traffic impact and then addresses the issues raised in these reasons for refusal.

2. Nature of the Proposed Development.

2.1 The proposed development is designed to meet the needs of the elderly, who require an element of support to allow them to live a relatively independent life. It consists of individual apartments for the residents, but includes a number of communal facilities. There is a residents' lounge, where residents can relax and socialise with other residents and/or visitors. There is a communal laundry and a guest suite (one en-suite bedroom) where friends or relatives can stay when visiting a resident. These facilities are also normally provided in standard Category II sheltered housing developments, where a house manager is present and on duty during the normal working day.

2.2 Assisted Living is a relatively new concept in sheltered housing for the elderly. There is an increased provision for the residents. There is an estate manager on duty 24 hours per day (using a shift system) to provide support for the resident, as required. There is also a dining room where lunch can be purchased by residents every day of the week, if they care to do so. Consequently, there is a chef in place over the lunch and pre-lunch period, along with a waiter/waitress to serve the meals.

2.3 On a more individual basis, residents can purchase additional services, such as flat cleaning etc. The service package available to residents is intended to meet their individual needs and can change over time, as their needs may increase.

2.4 McCarthy and Stone have constructed a limited number of these developments. However, experience from these show that the average age of residents entering these developments is in the low 80s. In such circumstances, car ownership is found to be very low, as is traffic generation.

3. Traffic Generation

3.1 The site is currently occupied by five substantial family sized dwellings. Based on the general guidance of the TRICS data, it is likely that these dwellings could, on average, generate some 40 vehicle movements per day, i.e. 20 out and 20 back.

3.2 The evidence from surveys at 18 Category II sheltered housing indicates a traffic generation rate of 1.13 vehicle movements per apartment per 12 hour day. In the absence of any significant data for Assisted Living developments this has been used as a general guide. However, there is now some limited data available for this new form of sheltered housing.

3.3 From the data collected in the surveys of the 6 assisted living developments in 2006, the trip generation levels were found and are shown in Table 1 below. It should be noted that 4 of the 6 developments were in their sales period.

Table 1. Traffic Generation at Assisted Living Developments.

Development	Occupied Apartments	Vehicle movements	Trip Rate per Occupied Apartment
Castle Court - Tonbridge	42	115*	2.73**
Fairview Court – East Grinstead	39	44*	1.13**
Linters Court - Redhill	36	86*	2.38**
Byron Court - Chichester	60	87	1.45
Cwrt Sant Court - Llandudno	66	83	1.26
Roman Court - Edenbridge	39	70	1.79**
Totals	282	485	1.72

* Excluding 2 by sales staff
** Possibly boosted by potential purchasers/contractors etc.

3.4 Taking the data for the two fully occupied developments at Chichester and Llandudno, the trip rate equates to 1.33 vehicle movements per 12 hour day.

3.5 A number of the trips, such as those by staff, do not rise in proportion to the number of apartments occupied and therefore the data for the 4 developments which were still in the sales period would be likely to have a higher than normal trip rate. In some cases, visit by potential purchasers will also boost the trip rates. On this basis the 1.72 vehicle movements per apartment derived above is likely to be higher than would actually be expected.

3.6 For the proposed development at Littlehampton, which is now for 56 apartments, the likely generation would be in the order of 75 to 96 vehicles movements per 12 hour day, depending on whether one uses the 1.33 or the 1.72 trip generation rate.

3.7 The following table shows the likely distribution throughout the 12 hour day. The range given is based on the overall generation of 75 or 96 vehicles movements.

Table 2. Distribution of Trips Throughout 12 Hour Day

Time	% of Arrivals	% of Departures	Littlehampton Arrivals	Littlehampton Departures
0700-0800	2.4	5.8	1-1	2-3
0800-0900	4.8	4.7	2-2	2-2
0900-1000	14.3	12.8	5-7	5-6
1000-1100	13.1	11.6	5-6	4-6
1100-1200	8.3	11.6	3-4	4-6
1200-1300	8.3	4.7	3-4	2-2
1300-1400	7.1	8.1	3-3	3-4
1400-1500	8.3	8.1	3-4	3-4
1500-1600	4.8	5.8	2-2	2-3
1600-1700	8.3	14.0	3-4	5-7
1700-1800	15.4	4.7	6-7	2-2
1800-1900	4.8	8.1	2-2	3-4
Totals	99.9	100	38-46	37- 49

4. Site Access.

4.1 The site is currently occupied by 5 dwellings, each with an individual access. The proposed development would remove any accesses onto Fitzalan Road and reduce the number on Church Street, which is classified as the C548.

4.2 The proposed access onto Church Street is located some 80 to 90 metres to the east of the junction with Fitzalan Road and some 45 metres to the east of the junction with St Mary's Close.

4.3 The access is proposed to be 4.8 metres in width. This would allow two cars to pass with ease and would also allow a car and refuse vehicle to pass with reasonable ease (ref Manual for Streets – fig 7.1). The access to the site by large commercial vehicles would be very limited, probably to the refuse vehicle and the very occasional other delivery vehicle. Provision is made within the site for the turning of such vehicles.

4.4 Church Street is subject to a 30 mph speed restriction. Consequently, the 85%ile vehicle speeds (wet weather) would not be expected to exceed 60 kph. The Manual for Streets, which is clearly applicable in this area, indicates a visibility requirement at the site access of 2.4 metres by, at most, 59 metres. Due to the wide verge/footway provision, this is readily achieved and indeed exceeded in both directions.

4.5 The issue of parking within the visibility splays has been raised by the Highway Authority. It has also been referred to in a comment in the Safety Audit, as referred to below. Clearly, this occurs close to many of the accesses on this and nearby roads. The Manual for Streets indicates in paragraph 7.8.5 that *"parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice"*. In line with this guidance, this is not considered to be a significant problem here. However, if the Highway Authority requires the imposition of parking controls in the immediate vicinity of the proposed access, the applicant would be willing to fund such measures. Any loss of parking spaces would be off-set, at least in part, by the potential to park across the existing accesses, which would be closed and reinstated, as part of this proposal.

4.6 Kerb radii of some 6 metres are currently proposed at the site access. However, given the guidance in the Manual for Streets (paragraph 7.3.6) and the relatively wide nature of Church Street, this could be reduced by agreement with the Highway Authority or the access could take the form of a footway crossover, with dropped kerbs.

(Note highway officer's comments:- *I would recommend a bellmouth arrangement with tactile crossing paving for pedestrians either side given the amount of traffic envisaged.*

Any Safety Audit would comment on bellmouth radii. You should ensure that any design caters adequately for the type of vehicles likely to be using the site entrance. One of the key issues I raised on the consultation sheet back to Arun asked for service vehicle/refuse vehicle swept-path diagrams and these would almost certainly indicate what radii you should look for.

Visibility splays should be based on the speed of traffic using the road network (likely 30mph).)

4.7 Although many sheltered housing developments are successfully served by a shared surface access, in this case there is a footway running along the western side of the access, linking to the footway alongside Church Street. This will cater for the pedestrian movements to and from the site.

5. The Reasons for Refusal

Safety Audit

5.1 West Sussex County Council have adopted a policy on the provision of safety audits. It indicates that such audits are required for developments of 10 or more residential units, irrespective of the likely traffic generation of such units.

5.2 The new guidance in Manual for Streets (paragraph 3.76.) suggests that such audits are not mandatory for highway authorities. It points out that designs are, in any event, independently checked by the highway authority.

5.3 However, attached as Appendix I to this report is a Stage I Safety Audit, prepared by an independent engineer with significant highway design and safety audit experience. It is understood that he is included on the West Sussex list of accepted Safety Auditors.

5.4 The safety audit does not identify any "*problems*", which are important issues, but does make 4 comments, which are matters "*worthy of attention*".

5.5 In the first comment, it indicates that the bellmouth radii at the access should be 6 metres. The access will comply with this recommendation. The safety auditor was provided with the results of an Auto Track run showing access to the site by a large refuse vehicle. A copy of this is attached as Appendix II to this report.

5.6 In the second comment, it is indicated that the boundary treatment of the site will need to be set back to allow the specified visibility to be provided. Again the proposal will comply with this requirement.

5.7 The third comment refers to the possible impact of on-street parking on the visibility at the site access. This is already addressed in paragraph 4.5 above.

5.8 This comment refers to the opportunity to improve the footway provision at the north-west corner of the development sit, by making some land available to the Highway Authority. The applicant is willing to make this land available and to fund the footway widening at this point.

5.9 The safety audit does not raise any other issues. It is clear, therefore, that there is no significant safety concern over the implementation of the proposed development.

Reason for Refusal No.3

5.10 The first reason for refusal alleges that *"the proposed access to the site does not appear to meet recognised highway standards"*. However, this does not specify how the access does not meet "recognised standards". The Manual for Streets tends to move away from the imposition of specific highway design standards and so it is difficult to determine what is required in this case.

5.11 It is accepted that the submitted plan did not show any specific visibility splay, but it is clear that more than adequate visibility can be achieved. A revised drawing will be submitted showing the visibility splays referred to above and the full 6 metres access radii.

5.12 As indicated above, a safety audit is attached to this report, which meets the requirement referred to in this reason for refusal.

5.13 The reason for refusal alleges that *" the development proposals do no accord with Policy DEV4 of the West Sussex Structure Plan."* This policy requires developments to meet the travel needs it generates. As indicated above, the proposed development will have a low traffic generation. The site is close to the centre of Littlehampton, which is within easy walking distance for the majority of residents.

5.14 Based on surveys at Category II Sheltered housing developments, the likely travel modes of residents would be as shown in Table 3, below. In the case of Assisted Living developments, the number of trips, by all modes, made be residents are likely to be somewhat lower than in Category II developments, but there are likely to be an increased generation of trips by visitors and staff.

Table 3. Possible Travel Modes Used by Residents

Travel Mode	Proportion of Total
walking/foot	**44.8%**
car (incl light van)	**20.6%**
bus	**10.7%**
car passenger - visitor's car	**9.1%**
car passenger -resident's car	**8.0%**
taxi	**3.1%**
coach	**1.2%**
electric Scooter	**0.5%**
train	**0.5%**
dial a Ride	**0.4%**
cycling	**0.3%**
tube	**0.3%**
wheelchair	**0.3%**
tramway	**0.1%**
ambulance	**0.1%**
Total	**100%**

5.15 In order to encourage an increased use of non-car modes of travel, McCarthy and Stone provides all new residents with a "green travel" pack. A copy of the cover of the document provided is attached as Appendix III to this report. Appendix IV gives an example of the information provided for a typical site.

5.16 It is considered that the measures referred to above will meet all of the concerns raised in this reason for refusal.

Reason for Refusal No. 4

5.17 This reason for refusal alleges that *"the formation and use of an access to the public highway Church Street at this point would add to the hazards of highway users to an unacceptable degree."* The applicant does not accept that this is a valid criticism of the proposal. The proposal has the benefit of reducing the number of accesses onto this road and Fitzalan Road, thereby reducing possible hazards at these points. Whilst it is accepted that the proposal will result in a modest increase in traffic movements, this will be spread over the day and will have limited impact and so would **not** result in any unacceptable risk.

5.18 The relevance of Policy NE17 of the Structure Plan, which the reason alleges is breached by this proposal, is questioned. This policy is essentially concerned with the strategic road network and Church Street is not part of this network, being only a C class road.

5.19 This reason also alleges conflict with Policy GEN7 of the Arun District Local Plan. This policy has a number of requirements. It requires the efficient use of land. This development uses the site in a more efficient manner. As a consequence of complying with this requirement, some increased traffic generation is likely to be inevitable.

5.20 The policy refers to sustainability, which has been considered above. It refers to the safe movement of pedestrians and vehicles. Again this is referred to above and has been considered in the safety audit. This policy also refers to car parking provision, but it is noted that there has been no criticism of the proposed development in this respect.

6. Conclusion.

6.1 The proposed development would be unlikely to cause any significant increase in the risk of accidents on Church Street, or indeed the surrounding road network. Consequently, there are no grounds to refuse planning consent for any transport related reason.

6.2 The applicant will be happy to comply with appropriate planning conditions and/or enter into negotiations and an appropriate legal agreement, to ensure that the comments referred to in the Safety Audit are fully addressed.

APPENDIX I

SAFETY AUDIT REPORT

PROPOSED ACCESS WORKS
CHURCH STREET, LITTLEHAMPTON
WEST SUSSEX

STAGE 1 ROAD SAFETY AUDIT

PRELIMINARY DESIGN

AUGUST 2007

Prepared by J Vernon Williams BSc CEng MICE MIHT
Consultant Highway Engineer
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Hungerford, Berkshire RG17 9TL
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SAFETY AUDIT REPORT

PROPOSED ACCESS WORKS
CHURCH STREET, LITTLEHAMPTON, WEST SUSSEX

STAGE 1 PRELIMINARY DESIGN

1.0 INTRODUCTION

1.1 This report relates to a preliminary design stage road safety audit carried out on proposed access works on Church Street in Littlehampton, West Sussex. The scheme involves providing access to proposed Assisted Living Sheltered Housing development on land at Nos 32, 33 and 34 Fitzalan Road and Nos 14 and 16 Chapel Street. The audit has been undertaken in accordance with the Institution of Highways and Transportation publication "Guidelines for the Safety Audit of Highways". The audit also takes account of advice in the Highways Agency's document HD19/03, entitled "Road Safety Audit", which is contained in the Design Manual for Roads and Bridges.

1.2 The audit considers and reports on the safety implications of the proposed highway works and does not consider the compliance of the proposals with any design criteria or standards. Comments made in this report relate to points which are considered to be worthy of attention in respect of safety considerations. Comments identified as **Problem** are considered to be the more important.

1.3 Fitzalan Road and Church Street are residential roads in Littlehampton, located a short distance to the east of the town centre. Fitzalan Road runs on north-south axis and Church Street runs on an east-west axis. At the intersection of the two straight streets, there is a small roundabout junction. The existing junction consists of a central kerbed island, some 3.5 metres in diameter, with

four illuminated 'keep left' signs on the island, surrounded by a block paved over-runnable area some 3 metres wide. There are traffic islands on all four approaches, which are constructed as pedestrian refuges, with internally illuminated bollards on each traffic island, giving eight bollards in total. There is virtually no deflection on the entries, the deflection in the vehicle paths through the junction being created by the over-runnable area. Both roads are subject to 30 mph speed restrictions and have street lighting. There are yellow line waiting restrictions at the junction, but on street parking is permitted on both sides of Fitzalan Road and Church Street away from the junction. There are footways on each side of both roads, some of which are set back behind grass margins. The dwellings on each road have direct accesses from the carriageway. No 34 Fitzalan Road is the first property on the east side of the road to the south of the junction with Church Street, with Nos 33 and 32 being the next two properties to the south. Nos 14 and 16 Church Street are the first two properties on the south side of Church Street to the east of the junction.

1.4 It is proposed to demolish the five dwellings in the south-east quadrant of the intersection of the two roads, Nos 32, 33 and 34 Fitzalan Road and Nos 14 and 16 Church Street, in order to re-develop the land occupied by these dwellings. The redevelopment proposals involve building Assisted Living Sheltered Housing on the site, comprising 56 apartments and associated support facilities. It is proposed to provide a single vehicular access to the development, with the five existing individual vehicular accesses to the dwellings being closed. The proposed access will be located on the south side of Church Street, some 87 metres from the centre of the roundabout junction, within the frontage to the present No 16 Church Street. The access into the site will be 4.8 metres wide and will lead to a turning head within the site, with 23 parking spaces around the perimeter of the turning facility. The turning facility will allow a refuse vehicle to turn round. Corner radii of 6.0 metres are proposed at the bellmouth of the access onto Church Street. A footway is proposed along the west side of the access, together with a pedestrian access to the Church Street footway some

18 metres to the west of the proposed vehicular access. The two existing vehicular accesses on Fitzalan Road, to Nos 32 and 33, will be stopped up and two new pedestrian accesses to the development will be provided from the Fitzalan Road east side footway. Visibility splays of 2.4 metres by 59 metres in each direction at the proposed access are shown on the layout drawing, although greater 'y' distances will be achievable.

1.5 The audit has been commissioned by Dr Allan Burns, Traffic and Transportation Consultant and carried out on the proposals shown on Drawing No P2-02, which has been prepared by The Planning Bureau Limited, on behalf of McCarthy & Stone Developments Limited. The auditor visited the site of the proposed development works on Thursday 2 August 2007.

2.0 COMMENTS AND ITEMS ARISING FROM THE AUDIT

2.1 **Comment:** The audited layout drawing shows a kerb radius of some 4 metres on the east side of the access bellmouth onto Church Street, although no dimensions are given on the drawing. In the Report on Transport Issues, prepared by Dr Allan Burns, Traffic and Transportation Consultant, on behalf of McCarthy & Stone, to support the development proposals, it states that radii of 6 metres will be provided at the bellmouth. The auditor has been provided with a sketch showing the swept paths of a large 3-axle refuse vehicle turning left into and out of the access, with 6 metres radii being provided. It is considered that 6 metres radii should be provided at the access to the bellmouth, to allow a refuse vehicle to turn without interfering with eastbound traffic on Church Street. The larger radii will also reduce the risk of large vehicles mounting the kerb and footway, when entering or leaving the access, which would be hazardous to pedestrians.

2.2 **Comment:** The audited drawing does not indicate what the boundary detail will be along the Church Street frontage to the development. From the site inspection visit, it is considered that if the present boundary hedge to No 14 Church Street were to be retained, it could restrict visibility to the west from the access. It is recommended that the existing hedge and trees be trimmed as necessary to achieve adequate visibility, if they are to be retained, or, if the vegetation is not to be retained, the new boundary wall, fence or hedge should be aligned to define the appropriate visibility splay.

2.3 **Comment:** There is existing on-street parking in both Fitzalan Road and Church Street, with vehicles able to park on both sides of the roads. There is some concern that vehicles parked on the south side of Church Street, each side of the proposed access, could restrict visibility for the drivers of vehicles leaving the premises. It may be necessary to introduce waiting restrictions in the immediate vicinity of the proposed access. One option would be to monitor the situation on completion of the development and, should any problems due to parked vehicles arise, measures could be introduced as necessary to address the parking problems.

2.4 **Comment:** It was noted on the site visit that the existing footway width is restricted at the north-west corner of the proposed development site, adjacent to the roundabout junction of Fitzalan Road and Church Street. It is suggested that the opportunity be taken to provide an increased footway width at this point, by providing a small area of land at the corner to become highway land. The existing right angle in the boundary alignment could be eased to allow a minimum footway width of 2.0 metres to be provided. This would be a general safety improvement for all road users, but would also be beneficial for residents of the proposed development, some of whom are likely to be to vulnerable pedestrians, including some wheelchair users.

3.0 AUDIT STATEMENT

I certify that I have examined the proposals shown on the drawing quoted in paragraph 1.5 above. The examination has been carried out for the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme. The problems identified have been noted in this report together with associated safety improvement suggestions which I recommend should be studied for implementation. I confirm that I have not been involved with the scheme design.

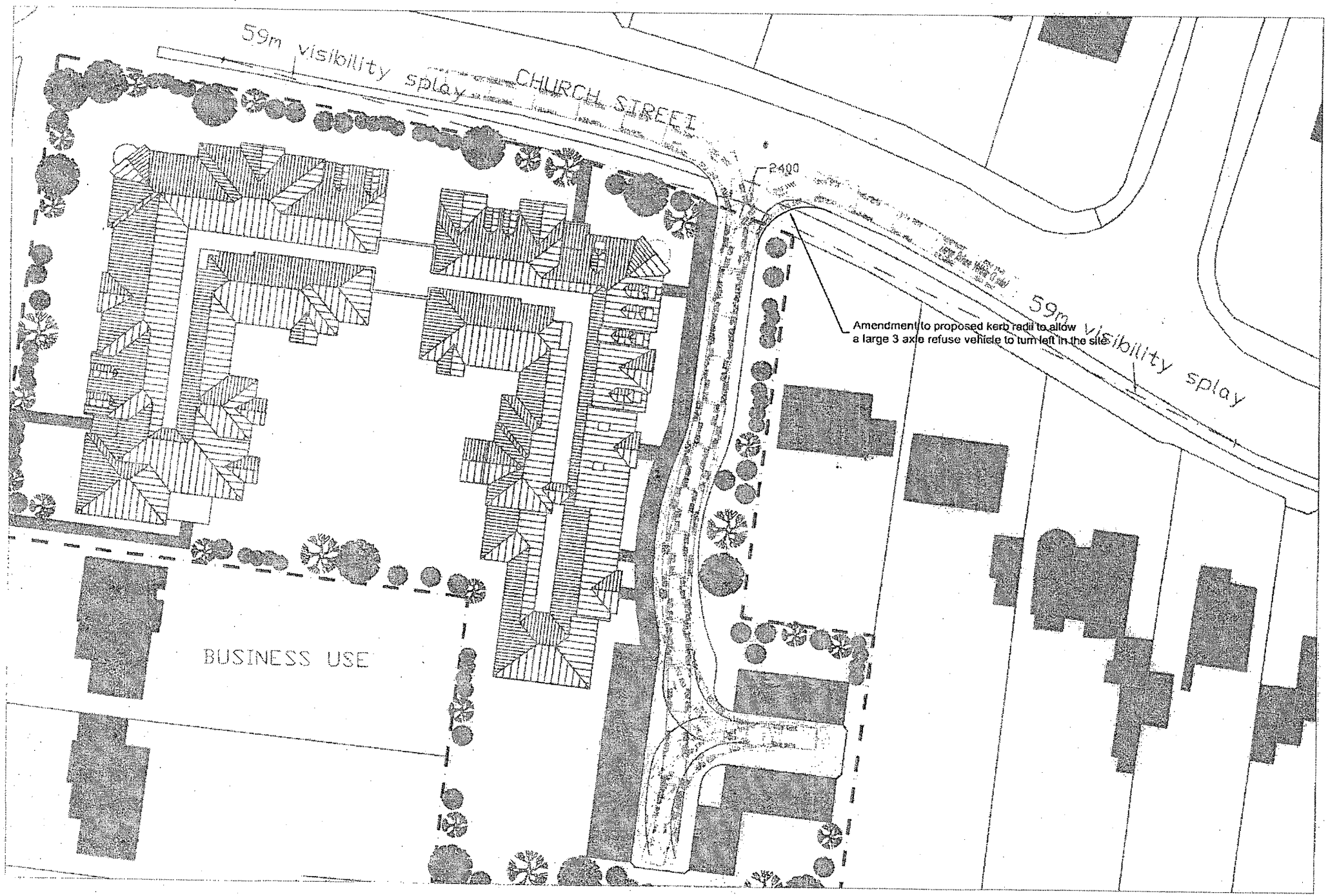
AUDITOR

J V Williams BSc CEng MICE MIHT
Consultant Highway Engineer
Burway House
61b High Street
Kintbury
Hungerford
Berkshire RG17 9TL

Signed: .....[redacted].....

Date: 28 August 2007

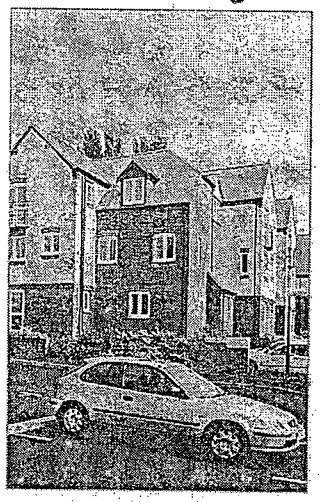
APPENDIX II


59m visibility splay
CHURCH STREET
2400
Amendment to proposed kerb radii to allow a large 3 axle refuse vehicle to turn left in the site
59m visibility splay
BUSINESS USE

APPENDIX III

Our Approach to Car Parking

We have considerable experience of the likely level of car ownership in our developments and endeavour to make appropriate arrangements to meet the normal demands of residents, without the wasteful over-provision of car parking spaces. In planning our developments, we must also comply with government policy and guidance on reducing car parking provision. As a consequence, the number of spaces provided is limited. In some developments, for example where suitable off-site parking is available nearby, no parking is provided for visitors. In other developments, no parking spaces are provided for residents or their visitors, except emergency visitors, such as doctors. Apart from the House Manager's space, we do not allocate parking spaces to individual apartments, although in some schemes, where parking is at a premium, we may operate a Parking Permit Scheme.



Experience has shown that car parking is in greatest demand in the early years of the life of a development, when resident car ownership levels are at their peak. This will normally ease within a relatively short period, as residents begin to appreciate the convenience of living in the development and opt for the financial benefits of selling their car.

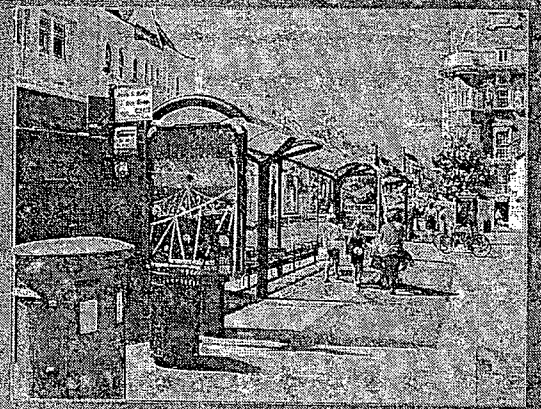
Government policy requires that new housing developments should make the very best use of land, so that the need to develop green field land and land in other sensitive areas can be minimised.

The Government recognises that reducing the amount of land for car parking will help achieve this objective, whilst contributing to its aim of reducing dependence on the private car. The call for a reduction in car parking provision applies in all types of housing development, but particularly where such development is conveniently located for the local shops, places of work, services, community facilities and, of course, public transport.

McCarthy & Stone is proud of its commitment to the environment and that its developments are recognised as one of the most efficient forms of housing development available in the UK. This is, in part, due to the responsible approach we take to car parking.

McCarthy & Stone (Developments) Ltd
Thistle House, 26-32 Oxford Road,
Bournemouth, Dorset. BH8 6EZ.
www.mccarthyandstone.co.uk

Getting out and about in your local area



Whether it's a short journey to the local shops, a trip to see friends or relatives, or one of the many attractions both locally or further afield, there are a range of transport options available to assist with getting out and about.

... your local information

General Information

In recent times successive governments have stated they are anxious to encourage us all to reduce our dependence on the private car and to use more environmentally friendly means of travel. There are strong environmental reasons for this, including the need to reduce the emission of "greenhouse gases", and the highly publicised problem of road congestion and highway safety.

Many people moving into McCarthy & Stone apartments will already have given up a car and will be undertaking their trips by more environmentally friendly methods. Research has shown that many others give up their cars at about the time they move in. This may coincide with the change in lifestyle and many find that the convenient location of their new McCarthy & Stone apartment makes it unnecessary to run a car.

Like many McCarthy & Stone purchasers, you may also wish to give this matter some thought. In doing so, there are two important factors that might influence your decision. These are your personal safety and the financial considerations involved

Highway Safety

Unfortunately even the most careful drivers can become involved in an accident. Research has shown that older people are much more likely to suffer injury when involved in an accident. In addition, as we pass the age of retirement and continue to get older, our reactions tend to slow down, our eyesight can become less keen and other skills can deteriorate, albeit gradually. These changes can add to the risks.

Financial Benefits

The AA has shown that it costs £161.08 per month, £37.17 a week, to keep a car ready for use – without even taking it out of the drive. If a driver travels 5,000 miles a year (96 miles a week), the monthly cost rises to £225 per month – or nearly £52 per week*.

Given that the over 60s benefit from free local bus travel, residents can make considerable savings by giving up a car. The minimum saving of £161.08 per month would fund numerous taxi trips or longer distance journeys on coaches or trains.

The exact figure will, of course, vary from area to area, where fare levels and concessions may be more or less favourable and over time there may be changes to fuel costs, car tax etc. Costs will also depend on the alternative mode of travel chosen.

For your benefit we locate our developments where access to public transport, and many other facilities required for everyday living, such as the supermarket or chemist are readily available. This information pack provides details of facilities in the area some of which offer home delivery or prescription collection services and the public transport services available. You could benefit substantially by taking advantage of these services.

**A copy of the 2006 report is available from the AA website www.theaa.com. Figures stated are based on a car purchased for less than £10,000, £100 road tax, insurance at £362, capital and depreciation costs of £1,431, breakdown cover at £40 per annum and a typical fuel charge of 9.31 pence per mile.*

Cover photo- Andrew Stacey

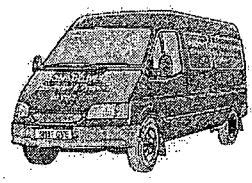
APPENDIX IV

Getting Out & About in Addlestone

Door Step Delivery Services

A number of local businesses in Addlestone are able to provide a door-to-door service for the residents of Mead Court.

Tesco's Supermarket - www.tesco.co.uk
Iceland Supermarket - www.Iceland.co.uk
Lloyds Pharmacy - Tel: 01932 846717
Mobile Library - Tel: 01932 843648
Mobile Hairdressing - Tel: 07765 516125



Woking Shop Mobility

Woking Shopmobility is a registered charity, affiliated to the national federation of Shopmobility. The Scheme provides manual and powered wheelchairs and scooters to anyone with a mobility problem as a result of permanent or temporary disablement, age, accident or illness.

The service is available for use by both the young and elderly alike and you do not have to be registered disabled to take advantage of the shopmobility scheme.

If you think this service could be of use to you or you require any further information on Woking Shopmobility please contact 01483 776612

Dial-a-Ride

Woking shopmobility works in conjunction with Dial-a-Ride and Dial-a-Bus service to bring you safely from your home into the town centre where you can be met by one of the shopmobility staff with a wheelchair or powered scooter of your choice.

If you think this service can be of use to you please call 01483 724433

Mead Court
281 Station Road, Addlestone, Surrey
Telephone: 01932 820228

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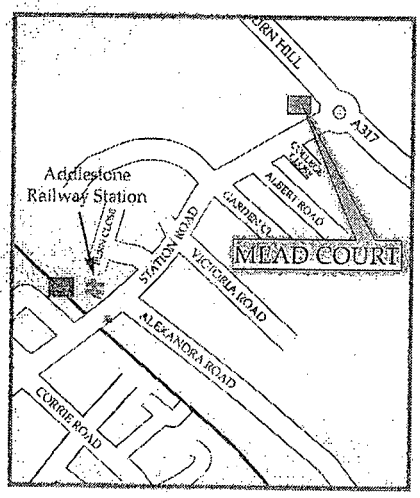
Taxi Services

There are a number of local taxi services operating in Addlestone to provide residents with door-to-door personal service.

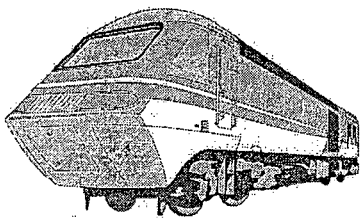
Harvey Cars Ltd - Tel: 01932 849090
Image cars Tel: - 01932 827000
Taxiclub Tel: - 01932 889483
Clover Care Tel: - 01932 341439

Rail Information



Addlestone Train Station includes services to the following destination:

- Chertsey
- Virginia Water
- Egham
- Staines
- Ashford
- Feltham
- Hounslow
- Clapham Junction
- Waterloo



The train operator for this area is South West Trains - Tel: 0207 902 3732

Senior Railcard

If you're over 60, you can save 1/3 on most rail fares throughout Britain. A Senior Railcard costs just £20 yet it could make you great savings on all kinds of journeys for a whole year.

Whether you're sight - seeing, day tripping, weekending or taking a romantic trip down memory lane, the money you save makes it more affordable to do more, more often.

Please contact the National Rail Enquiries on 0845 748 4950 or alternatively visit www.senior-railcard.co.uk

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Traintaxi

Traintaxi provides a comprehensive list of all train, metro and underground stations in Great Britain and lists up to three local taxi or mini cab firms to enable you to pre-book a taxi to meet you on arrival at the station.

Visit their website for further information at www.traintaxi.co.uk

Traveline

Traveline is a public transport information service, provided by local councils and bus companies working in partnership. Traveline is open daily from 7am to 8pm.

For more information, please contact 0870 608 2608

Bus/Coach Information

NATIONAL EXPRESS

If you're over 60 or disabled, you can travel for 1/2 price (conditions apply) with National Express. The National Express network of over 1,200 destinations means miles of choice, you travel in comfort in a guaranteed seat, and you get up to 50% off their already low fares.

For more information please call 08705 80 80 80 or alternatively visit there website at www.nationalexpress.com

Bus Operators Information

- **Arriva Surrey and West Sussex** (Guildford)
  Tel: 01483 505693 or visit their website at www.arriva.co.uk
- **Carlone Buses** (Middlesex)
  Tel: 01784 488009
- **Centra Buses** (New Haw)
  Tel: 01932 859250
- **Countryliner** (Guildford)
  Tel: 01483 506919
- **PeterBus** (Chertsey)
  Tel: 01932 872000
- **Qualityline** (Epsom Buses)
  Tel: 01372 731727
- **Tellings** - Golden Miller (Byfleet)
  Tel: 01932 340617
- **Edward Thomas and Son**
  Tel: 020 8397 4276

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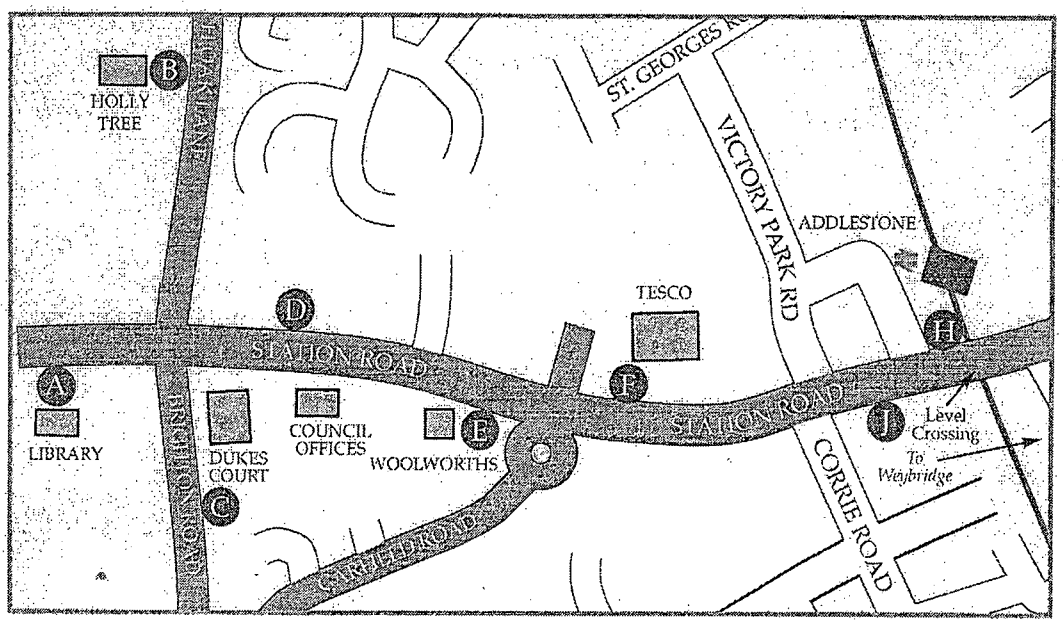
Where To Board Your Bus In Addlestone



Route	Destination	Bus Stop
Peterbus 4	St. Peter's Hospital	B, E, J
Peterbus 4	Weybridge, Hersham, East Walton	D, F, H
437	Chertsey	D, F, H
437	Brooklands, Byfleet, West Byfleet Pyrford, Woking	C, E
442	New Haw, Sheerwater, Woking	C, E
442/446	Ottershaw, St. Peter's Hospital, Chertsey, Staines	A, E
446	New Haw, West Byfleet, Sheerwater, Woking	C, E
451	Chertsey, Staines	D, F, H

Route	Destination	Bus Stop
451	Brooklands, Byfleet, Weybridge, Walton, Kingston	C, E, J
461	Weybridge, Walton, Kingston	D, F, H
461	Ottershaw, St. Peter's Hospital, Chertsey, Staines	A, E, J
471	Rowtown, New Haw, West Byfleet, Sheerwater, Woking	C, E, J
471	Weybridge, Hersham, Esher, Kingston	D, F, H
551	Chertsey, Staines	B
557	St. Peter's Hospital, Chertsey, Shepperton, Ashford, Heathrow Airport	B, E

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The Eileen Tozer Day Centre

Eileen Tozer Day Centre is one of five centres for retired people run by Runnymede Borough Council. The other centres are located in Chertsey, Egham, Englefield Green and Woodham.

Eileen Tozer Day Centre, which was opened in 1988, offers the following services:

- Hot meals and desserts
- Tea bar serving filled rolls and freshly baked cakes
- Ladies and Gentleman's hairdresser services
- A chiropodist visits the centre regularly who is available by appointment
- Holistic therapies available by appointment
- Social activities including bingo/keep fit, tea dances etc.
- Special activities including holidays, outings and entertainment

For more information please call 01932 841088

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Sir George Young, formerly Secretary of State for Transport and now member of Parliament for North Hampshire, is a keen cyclist and regularly pedals to the House of Commons.

"Motoring is not the enjoyable pursuit it once was. Our roads are becoming ever more congested, whilst travel times are becoming extended. The motorist is increasingly being targeted as a source of additional revenue for local and central government, as they seek to fund public transport alternatives.

McCarthy & Stone's "Green Transport Plan" is an initiative that will be welcomed by environmentalists and all those who support the concept of sustainable housing. It will help residents, many of whom have sold their cars, to make the best use of alternative transport and delivery services, of which there is a surprising variety in the area.

Residents at established McCarthy & Stone developments also find it can be worth pooling appointments with visiting practitioners like chiropodists and hairdressers; and most major supermarkets now offer a local delivery service for a nominal sum. These initiatives can often significantly reduce traffic movements and make a contribution towards reducing some of the problems society is now facing.

Choosing alternatives to the private motorcar does not, of course, mean losing independence - far from it. I commend the Green Transport Plan to you and wish you much happiness in your McCarthy & Stone apartment."

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