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Columbia Threadneedle Investment **Proposed Showroom at Lyons Farm Retail Park**

Transport Statement

2025-07-16

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Columbia Threadneedle Investment

Lyons Farm Retail Park

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1. Introduction

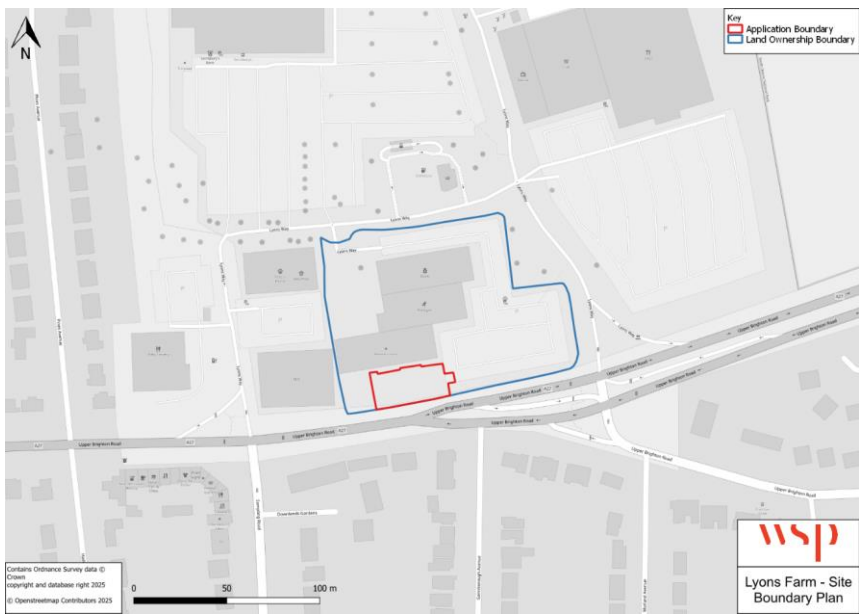
1.1 Foreword

WSP has been commissioned by Columbia Threadneedle Investments to produce a Transport Statement to support of the planning application for a new standalone retail unit (Use Class E) within the existing Lyons Farm Retail Park, Worthing. The proposed use of the site is for showroom style retail operators which compliments the existing business on-site.

Lyons Farm Retail Park is a key retail destination located adjacent to the A27 Upper Brighton Road, north-east of Worthing. Lyons Farm Retail Park sits among several other retail park areas, including Red Square Retail Park and Downland Business Park, which are occupied by several large retailers, including a Sainsbury's supermarket with a petrol filling station. The primary access to this retail park area is Lyons Way – also provides access to the Downlands Business Park which is located to the north of Lyons Farm Retail Park.

The boundary plan of the existing Lyons Farm retail park is provided in **Figure 1.1**.

Figure 1.1 Site Boundary Plan



The purpose of this report is to predict the potential impact that the site may have on the surrounding transport network and identify opportunities for travelling to the site by active and sustainable travel.



This Transport Statement follows the below structure:

- Baseline Conditions
- Policy review
- Proposed development
- Trip attraction
- Parking Survey Analysis
- Summary and conclusion

2. Baseline Conditions

2.1 Introduction

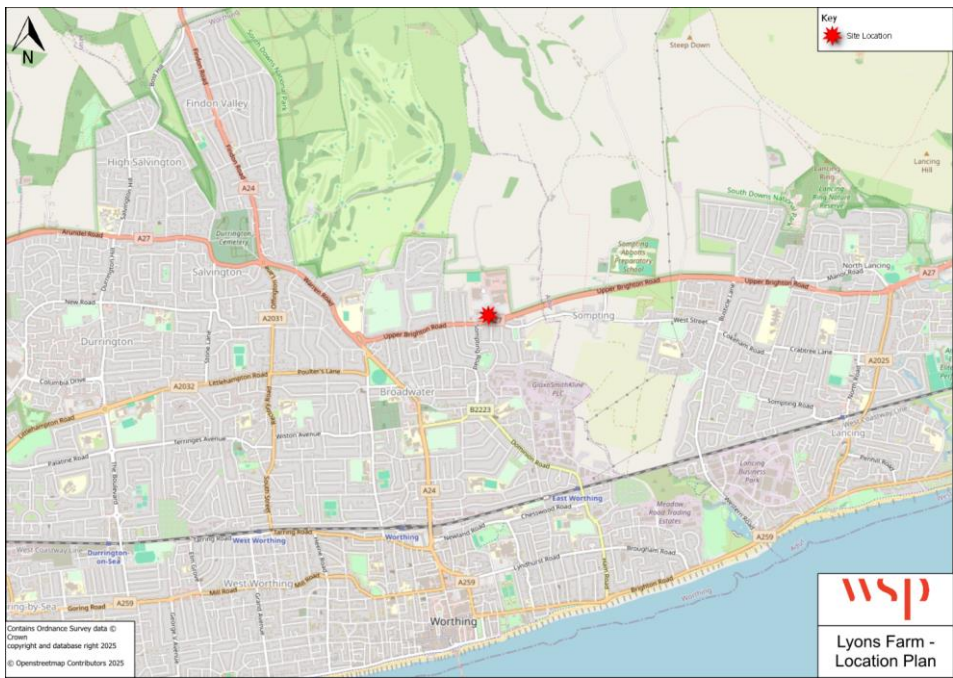
This chapter of the Transport Statement describes the existing site and the transport network available in the surrounding area.

2.1.1 Existing Site Information

The site is located within Lyons Farm retail park found within a larger retail / employment site in north-eastern Worthing. The site is located adjacent to the A27, which allows for further connections to other nearby key destinations including Lancing, Brighton, Chichester and Portsmouth.

The site is located within Worthing District, which itself is located in West Sussex. The location of the site can be seen in **Figure 2.1**.

Figure 2.1 Site Location Plan





- Unit B: The Gym Group
- Unit C: Wren Kitchens

The proposed showroom would be constructed to the south of the unit C occupied by Wren Kitchens.

The Lyons Farm retail park currently provides 148 public car parking spaces, including ten disabled parking spaces and five parent and child spaces. Several of the car parking spaces are marked as being “reserved” for customers of various occupiers including Wren Kitchens (six spaces), The Gym Group (six spaces) and Boots (six spaces). Bicycle parking is currently provided alongside The Gym Group, with four Sheffield stands providing parking for eight bicycles.

The existing service yard is located to the rear of the existing buildings, and has at least 16 additional parking spaces for staff / service vehicle use. There is no access route from this existing service yard to the proposed showroom.

The Lyons Farm Retail Park is currently accessed from a four-arm mini-roundabout located on Sompting Road. Traffic travelling to the Lyons Farm Retail Park from Sompting Road can do so from the east and west. However, vehicles can only leave from the to the east because Sompting Road has one-way operation between the access to the Red Square Retail Park and westernmost access to the Sainsbury’s car park, where there are as there are no-entry signs shown pointing to traffic from the north.

2.2 Walking & Cycling

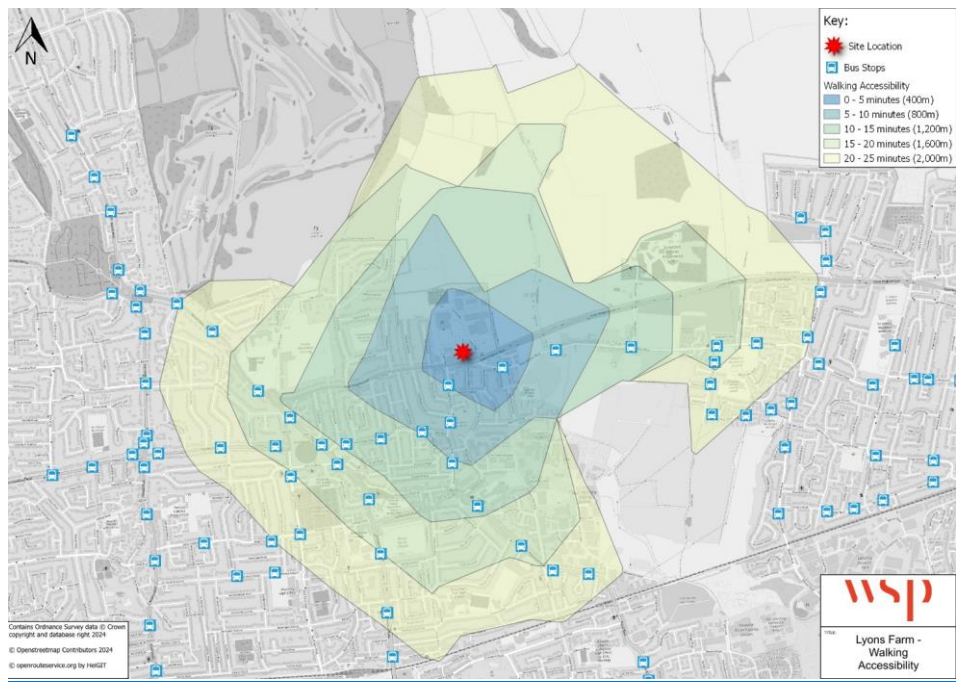
2.2.1 Walking

The existing site has several pedestrian access points, including:

- An access to the northern footway of A27 Sompting Bypass,;
- An access to the western footway of Lyons Road; and
- An access to Sompting Road, where pedestrians cross the road to access the Sainsbury’s car park to the north.
- There is no direct pedestrian link to the Red Square Retail Park located to the west.

Indicative walking isochrones from the site for up to a 25-minute journey on foot from the site are shown in **Figure 2.2**. The isochrones are based on an average walking speed of 80m per minute, which is equivalent to just under three miles per hour.

Figure 2.2 Indicative Walking Isochrone



The isochrones demonstrate that residents of the areas located in the north-east of Worthing and part of north-west Lancing could access the proposed development within about a 25-minute walk. There are also several bus stops located within walking distance of the site. The isochrone also shows that most of the adjacent retail park can be accessed within a five-minute walk or less, meaning that customers can easily walk between different units within the wider retail area if they do not want to move their car every time. This allows for chaining trips of customer trips to the various occupiers of the wider retail park area without the need to drive.

East Worthing railway station is located about a 30-minute walk from the site.

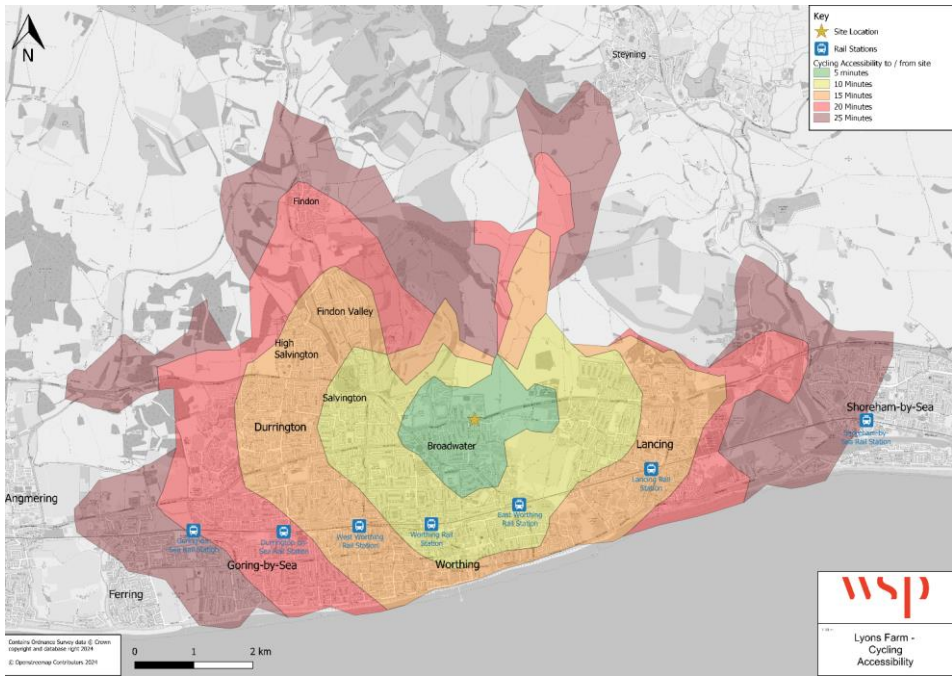
2.2.2 Cycling

Cycling access for the existing site is taken from the main vehicle access junction, with no other cycle access points, although it is likely that some cyclists would make use of the pedestrian access points to the site. A 5-mph speed limit is provided on site with narrow carriageway widths, enforcing slow motor vehicle speeds to provide a safe cycling environment on site.

The cycling catchment for a 25-minute cycle ride to the site, showing areas within five-minute intervals, is provided in **Figure 2.3** along with nearby bus stops that can facilitate multi-modal journeys. The

indicative cycling isochrones are based on an average cycling speed of 200m per minute, which is equivalent to just under 7.5mph.

Figure 2.3 Indicative Cycling Isochrone



The cycling isochrones show that residents of the majority of the Worthing urban area can access the site within a 10-15 minute cycle ride, meaning that the site can easily be accessed by bicycle for both customers and employees. Surrounding settlements, including Shoreham-by-Sea, Goring-by-Sea and Findon, are also within a 25-minute cycle ride of the site.

Both Worthing and East Worthing railway stations are located within the 10-minute cycle catchment, allowing for opportunities for employees / visitors to make first mile / last mile trips of longer rail journey by bicycle or E-scooter. This allows for more options for commuters to travel to the site using multiple modes of travel.

2.3 Bus Services

The site is located within close proximity to several bus stops, allowing for opportunities for visitors and employees to travel to the site by public transport. The nearest bus stops to the site are located on Upper Brighton Road (Bramber Road bus stop) and is within 230m of the site (about a 3-4 minute walk) as well as outside the main entrance to the Sainsbury's supermarket to the north of the retail park which is within a 310m walk (4-minute walk). All of the nearby bus stops are served by the same services, as summarised in in **Table 2.1**.

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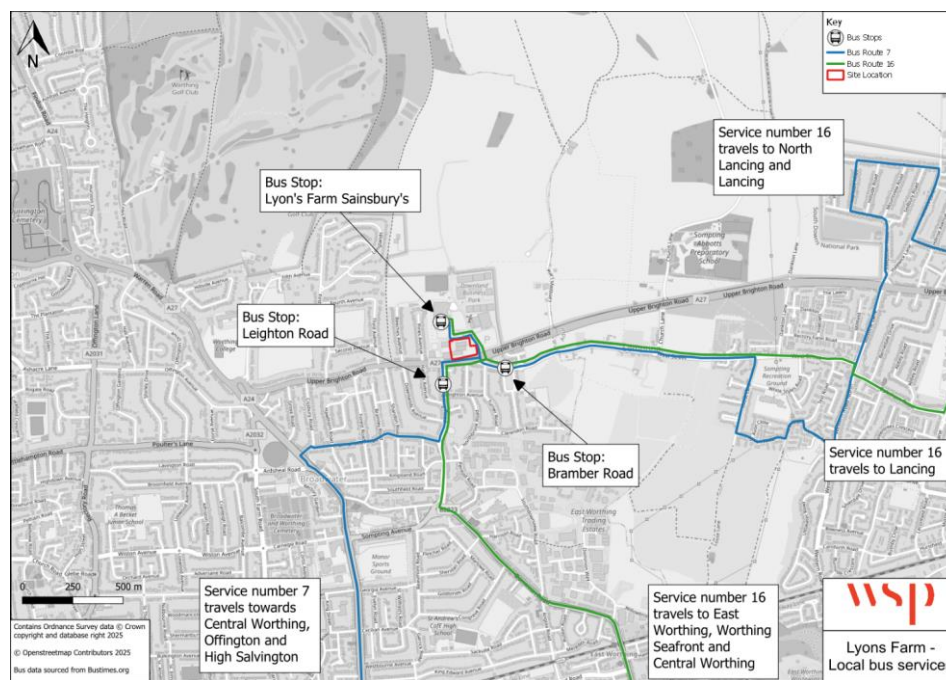
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Table 2.1 Local Bus Services

Service	Destinations	Weekday Frequencies	Weekend Frequencies
7	Lancing, Sompting, Worthing (including Rail station), Tarring, Durrington and Salvington	8 buses per day from 08:08 – 18:38 (1.5 – 2 hour frequency)	8 buses per day from 08:08 – 18:38 on Saturday (1.5 – 2 hour frequency) No services on Sundays
16	Offering services to Tarring, Worthing, Sompting, Lancing and south Lancing	8 buses per day from 09:27 – 17:40 (1 – 2 hour frequency)	9 buses per day from 09:12 – 17:40 (1 – 2 hour frequency)

The locations of the nearest bus stops to the site, along with bus services can be seen in **Figure 2.4** below.

Figure 2.4 Local Bus Service Routes / Stops



Bus service 7 connects to Worthing railway station meaning that workers and customers can combine rail and bus modes to travel from further afield if needed. Bus service 16 offers connection to East Worthing Railway station as an alternative option for multi modal travel.



2.4 Local Rail Services

Worthing includes several rail stations that are within walking, cycling and bus network distance, offering an option for employees and visitors to travel via rail services to the site. The nearest stations to the site are Worthing (accessible via number 7 bus) and East Worthing (accessible via number 16 bus). In addition to bus connections, both sites are within a 30 minute walk or 10 minute cycle.

The rail services that are available from Worthing and East Worthing are identified in **Table 2.2**.

Table 2.2 Local Rail services from Worthing and East Worthing

Destination	Worthing		East Worthing	
	Weekday	Weekend	Weekday	Weekend
London Victoria	Two trains per hour	Two trains per hour	Two direct services per weekday	No direct services
Southampton Central	Two trains per hour	Two trains per hour	Two direct services per weekday	No direct services
Littlehampton	Three trains per hour	Three trains per hour	One train per hour	One trains per hour
Chichester	One train per hour	Four trains per hour	One train per hour	One train per hour
Brighton	Four trains per hour	Four trains per hour	Two trains per hour	Two trains per hour
Portsmouth & Southsea	One train per hour	One train per hour	One train per hour	One train per hour

The available rail services offered from the two local stations provide services to a wide catchment along the south coast. This allows for opportunities for employees and customers to travel sustainably to the Worthing area and continue their journey to the site by walking, wheeling or cycling modes.

2.5 Local Highway Network

The site is directly accessed via the A27 which runs parallel to the south coast, which allows for further connection to surrounding settlements including Lancing, Chichester, Portsmouth and Brighton.

Other key roads on the highway network also include:

- A24 – creates a northern connection off the A27 allowing for connection to Horsham, Crawley and London. There is also a southern connection to the centre of Worthing.
- A283 – creates connection north to the villages of Steyning and Bramber. The Road terminates at the A24 at the Washington Roundabout.
- A259 – Offers an alternative parallel route to the A27 towards Chichester. The A259 also allows for connection to Bognor Regis.

The Lyons Farm retail park is directly accessed from the southern arm of four arm mini-roundabout on Sompting Road, with the north and west arms accessing the Sainsbury's car park. Sompting Road is



accessed from the west (inbound trips only) via a four-arm traffic signal controlled junction with the A27. From the east, Sompting Road is accessed via a four-arm mini-roundabout with Lyons Road and the access to the retail park to the east of the junction. To the north of this junction, Lyons Road continues and provides access to an employment park, Worthing United Football Club and farmland.

To the south, Lyons Road meets the A27 at a four-arm traffic signal-controlled junction. There is typically queueing along the A27 in this area during peak times.

2.6 Existing Collision data

Collision data for the surrounding area can analyse if there is a risk to road safety within the existing highway network. In order to identify existing accident data / patterns, the use of STATS 19 data has been analysed for 2020 – 2024, the total amount of collisions (along with severity) is provided in **Table 2.3** below. The location of the collision study area, along with distribution of collisions is highlighted in **Figure 2.5**.

Table 2.3 Local Collision and Severity

Severity	Amount	Percentage
Slight	31	75.6%
Serious	10	24.4%
Fatal	0	0%
Total	41	100%

Figure 2.5 Local Site Collisions



The collisions assessment highlights that a minimal concern is recorded surrounding the existing site location. No fatal collisions take place within the surrounding Junctions of the A24, with the majority of existing collisions being slight in severity. A small number of serious collisions took place but still remain less than 25% of the 41 collisions that occurred.

It is unlikely that an existing notable concern for collisions exists in the surrounding network and it is unlikely that the scheme proposals have a risk of exacerbating any concerns for vehicle collision concerns.

3. Policy Review

3.1 Introduction

This section provides an overview of the national and local policy that are applicable to the proposed development site. The applicable policies are:

3.2 National Policy

3.2.1 National Planning Policy Framework (NPPF, December 2024)

The NPPF outlines different government planning policies for new developments in England. The relevant planning policies for the site outlined in the NPPF

National policy in relation to the transport planning of developments is set out in the National Planning Policy Framework (NPPF).

Paragraph 110 states that: “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

Paragraph 115 of the NPPF notes that applications for developments should:

- Give priority to sustainable transport modes taking account of the vision for the Site, the type of development and its location (115a);
- Ensure safe and suitable access to the Site can be achieved for all users (115b);
- Ensure the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code (115c); and
- Ensure any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

Paragraph 118 requires that: “All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”



3.3 Regional / Local Policy

3.3.1 West Sussex Transport Plan (2022 – 2036) – West Sussex County Council

The West Sussex Transport Plan for 2022 – 2036 outlines the County Council's Policy direction in regard to transportation related developments.

The West Sussex Transport Plan sets out to achieve its vision through following objectives:

- Objective 1: Support sustainable economic prosperity across the County by levelling-up underperforming areas.
- Objective 10: To monitor and adapt infrastructure to the effects of climate change.
- Objective 15: Improve bus network efficiency and integration by reducing the effects of congestion into and within West Sussex towns, particularly where there are gaps in the rail network.
- Objective 16: Ensure the bus network is customer focussed and integrated with other modes of transport to provide an attractive option for journeys to nearby towns.
- Objective 17: Extend and improve the network of active travel facilities so it is coherent and high quality enough to make active travel an attractive, safe option for short distance trips and to transport interchanges.

Area Transport Strategy for Worthing identifies the A27 trunk road as the main east-west route that passes through the northern part of the town. The key issues found are:

- Congestion on the A27 during peak periods.
- Traffic-related air quality management area on the A27 between Grove Lodge and Lyons Farm
- Severance caused by the A27 and West Coastway.
- Rail services to London, Brighton and the Solent cities can be slow, and some trains lack modern facilities

The Transport Strategy for Worthing identifies the following short-, medium-, and long-term improvements for A27 trunk Road:

- Small scale 'tactical' highway improvements to reduce traffic congestion and collision on A27.
- Air Quality Action Plan measures in Worthing
- A27 major scheme
- East – west sustainable transport corridor
- Active travel priority routes
- Reconfigured West Coastway service
- Active travel crossings over A27

3.3.2 Worthing Local Plan (2023 – 2036) – Worthing Borough Council

The Local Plan balances the benefits of 'growth' against the potential impact of future development using 3 broad categories of objectives:

- Social – supporting strong, vibrant and healthy communities
- Economic - contributing to building a strong, responsive and competitive economy; and



- Environmental - enhancing and contributing to our natural, built and historic environment.

Section 3.35 of spatial strategy indicates continuing support towards retail as valuable use but as part of a wider mix of uses. Encourage and support new forms of retail, particularly small local independent retailers.

Section 3.37 of Spatial strategy approach states that the council will Improve and increase the mix of uses in the Town Centre particularly retail, employment, community, residential, leisure, recreation, cultural and tourist facilities through maximising development around key development sites and through the more efficient use of existing sites.

3.4 Parking Standards

Within the West Sussex County Council guidance on parking at new developments (September 2020), guidance for new developments and requirements for both private vehicle and cycle parking is outlined as minimum requirements. Requirements for both electric vehicle charge points as well as disabled spaces are also provided.

The requirements for retail properties within the guidance are highlighted in **Table 3.1** below.

Table 3.1 Retail Parking Standards

Parking Type	Requirement / Standard
Standard Spaces	1 space per 14sqm
Electric Vehicle Charge Point	Developments should aim for 20% of parking to be active charging points, with ducting provided for future provision where possible.
Disabled Spaces	5% of total parking provision, or in limited parking situations, aim to have at least one space.
Cycle Parking	1 space* per 100sqm for staff / 1 space* per 100qm for customers

**two cycle parking spaces are provided by one Sheffield bicycle stand.*

4. Development Proposals

4.1 Introduction

This chapter provides information on the proposed development. This will include the proposed land use, site access arrangements, parking provision and servicing / delivery arrangements.

4.2 Proposed Land Use and Access

The proposed standalone retail unit (Use Class E) will have a gross floor area of 4,000sqft (372sqm). This would be located to the south of the existing units within this area are currently occupied by Boots Chemists (Existing Unit A), The Gym Group Worthing (Existing Unit B) and Wren Kitchens (existing Unit C).

The proposed development will utilise the existing access which is taken from the southern arm of the Sompting Road mini-roundabout located at the northwest corner of the site and the existing car park that serves Units A, B and C. This is shown in the proposed masterplan **Figure 4.1** below as well as in **Appendix A**.

Figure 4.1 Proposed Site Masterplan





4.3 Proposed Car Parking

No additional car parking is proposed for the new retail unit. Instead, the proposed development will make use of the existing car parking provision that is currently available for the three existing units (148 vehicle spaces). The proposed site does not plan to change existing permanent parking provision of the site, with no removal of existing parking spaces or introduction of new parking spaces. The proposed land usage (showroom style retail operation) is not expected to produce significantly increased parking demand and will not require changes to the existing parking provision.

It should also be noted the potential for outside parking to be used on site, allowing for linked trips between the numerous retail services found in the surrounding area (including Sainsbury's, Currys, B&Q, Pets at Home and ScS). These developments all offer numerous parking provision and are within walking distance of the proposed site location.

The impact of the site as well as the existing parking capacity analysis is provided in **Section 6** of this report.

4.4 Proposed Cycle Parking

An additional five Sheffield stands will be provided to the West of the proposed unit. This will provide additional capacity of ten cycle parking spaces, meeting the local council design guidance / standards. This ensures that the site has sufficient capacity for both employees and visitors accessing the site via bicycle.

4.5 Servicing Arrangements

The proposed retail unit will not be accessible from the existing service yard and will not be provided with its own service yard. Due to the small size of the unit, it is anticipated that the proposed unit would be serviced using a 7.5T Luton type van outside of the operating hours of the retailers on the site (as the gym is in 24hr operation, deliveries while this is operating are unavoidable). The unit will be serviced from within the car park area.

Vehicle tracking for servicing vehicles has been undertaken, identifying the potential for different types of vehicles to safely service the site without any collisions with parked vehicles or kerbs / walls. The swept paths of the service vehicle, travelling at the site's 5mph speed limit, can be found in **Appendix B**.

Section 6 of this report highlights the expected parking spaces that are likely to be temporarily closed, along with the expected usage during supposed delivery times.

4.6 Construction Access

It is anticipated that it will be necessary to close an area of the existing car park during construction of the proposed retail unit to provide a site compound and safe working area. Construction materials would be delivered through the car park, with large vehicles being escorted by a banksman where needed. It is considered that the car park has sufficient vacant spaces to allow an area to be closed off without significantly affecting the operations of the other units within the site.

5. Trip Generation and Distribution

5.1 Existing Trip Generation

Traffic surveys were undertaken at the access to the existing Lyons Farm retail park from Sompting Way to identify the current trip generation of the retail park. The surveys, which can be found in **Appendix C** were undertaken on the weekend of 20th and 21st June 2025 providing data for Friday and Saturday. The existing site floor areas are outlined in **Table 5.1** below.

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Table 5.1 Existing Unit Floor Sizes

Unit	Assumed Floorspace
Unit A	989.4 Sqm
Unit B	882.8 Sqm
Unit C	1,092.7 Sqm
Total	2,964.9 Sqm

Table 5.2 summarises the observed and predicted trip generation of the site for the weekday AM (08:00-09:00), Inter (11:15-12:15, the current busiest hour) and PM (17:00-18:00) peaks along with the Saturday busiest peak hour (11:15-12:15).

Table 5.2 Observed Survey Peak Flows

Peak	Observed	
	Arrivals	Departures
AM Peak (09:45-10:45)	99	104
Inter Peak (11:15-12:15)	121	115
PM Peak (15:45-16:45)	87	97
Saturday (11:15-12:15)	135	110



5.2 Vehicle Trip Generation

The proposed development represents approximately a 12.5% increase on the total retail floor area of the Lyons Farm retail park. There is no reason to expect this unit to have significantly different trip making characteristics from the rest of the site, therefore the predicted trip generation of that unit has been calculated as 12.5% of the observed trip generation of the retail park. The predicted vehicle trips generated by the proposed unit, and the total trips to the expanded retail park, are shown in **Table 5.3**.

Table 5.3 Land Use Based Trip Generation Results

Peak	New Unit		Total Forecast	
	Arrivals	Departures	Arrivals	Departures
AM Peak (09:45-10:45)	12	13	111	117
Inter Peak (11:15-12:15)	15	14	136	129
PM Peak (15:45-16:45)	11	12	98	109
Saturday (11:15-12:15)	17	14	152	124

The trip generation shows that the proposed development is predicted to generate one vehicle trip in each direction every 4-5 minutes during the main peak hours.

5.3 Linked and Diverted Trips

Due to the nature of this land use and its location within the wider Lyons Farm Retail Park, it is anticipated that there is a significant likelihood that many of the trips to the proposed development would be either linked trips or diverted trips.,

- Linked trip – an existing trip to the retail park area that now also goes to the proposed development;
- Diverted trip – an existing trip to a similar retailer located elsewhere, that now goes to the proposed development instead.

This means that while the trip may be new to the Lyons Farm Retail Park, it is not entirely new to the network. It is anticipated that linked and diverted trips may comprise about 20% of the total trips attracted to the new unit.



5.4 Vehicle Trip Distribution

It is likely that the majority of trips to/ from the proposed development will travel via the A27 from the east and West, with a small proportion of more local traffic using Sompting Road or Upper Brighton Road. Active travel movements are also likely to be made from the surrounding suburban parts of Worthing, found mostly south of the A27. Servicing vehicles are also likely to arrive via the A27 (east or west).

While the exact proportions of trips to the proposed development cannot be forecast, it is as likely for trips to arrive from the east or the west, suggesting approximately a 50:50 split between these directions.

5.5 Mode Share

The existing mode share of employees at Lyons Farm Retail Park and the surrounding area has been calculated based on the mode share for shopping trips from the 2023 National Travel Survey, using table NTS0409a. The predicted modal share for the likely development trip generation is identified in **Table 5.4**.

Table 5.4 Mode Share Estimates

Method Of Travel	Percentage Mode Share
Car (including passengers and Taxi trips)	65%
Walk and Cycle	27%
Public Transport and Other	8%

Based on the low level of vehicle trips predicted to the proposed development, it is anticipated that trips by other modes will be less than 10 per hour.

5.6 Servicing Vehicles

Due to the nature of the proposed land use, it is anticipated that the proposed retail unit would be serviced irregularly, with deliveries occurring roughly 3-4 times a week. Deliveries will be undertaken either before opening hours of the store or after closing time, therefore not introducing any notable concerns for traffic congestion during peak hour traffic. It is also anticipated that at most one delivery per day is likely to be made.

As deliveries are expected to be undertaken using a 7.5T Luton Box Van, rather than an articulated trailer, there are no risks of large vehicle movements causing congestion or collision risks to pedestrians and other vehicles on site or in the surrounding transport network.



5.7 Predicted Impact on Local Highway Network

The vehicle trips to the proposed development are likely to be within the daily fluctuations of traffic at the A27/ Lyons Farm Road junction or the A27/ Sompting Road junction, with the average new flow being equivalent to less than one vehicle per cycle of the traffic signals on any arm of those junctions. Even if all trips to the proposed development were new, it is unlikely that they would have a noticeable impact on the operation of either traffic signal-controlled junction.

5.8 Predicted Impact on Sustainable Transport Modes

5.8.1 Walking and Cycling

It is unlikely that the predicted level of walking or cycling trips will have any noticeable impact on the surrounding highway network. It is also considered that the predicted level of cycle trips (1-2% of total trips) is unlikely to require cycle parking provision above the level being proposed.

5.8.2 Public Transport

It is predicted that the level of trips to the proposed development by public transport is unlikely to have a noticeable impact on local bus or rail services.

6. Car Parking Analysis

6.1 Observed and Forecast Car Park Use

As described earlier in this report, the existing car park at the Lyons Farm retail park contains a total of 148 car parking spaces. A car park occupancy survey was undertaken on 20th and 21st June 2025, which measured the total number of vehicles in the car park at the start of the survey and the numbers of vehicles entering and leaving the car park. A copy of the parking survey data is contained in **Appendix C**.

The outcomes of the parking survey analysis for both the Friday and Saturday is provided in **Table 6.1** below, highlighting instances of peak parking usage of the existing car park as well as what a potential 12.5% increase in usage is likely to generate (based on the expected trip attraction for private motor vehicle access that is likely to be attracted as calculated in **Section 5**).

Table 6.1 Average Peak Hour Parking capacity with expected trip generation

Car Park Peak Hour	Existing Peak	Expected Peak (12.5% Uplift)
Friday		
AM (09:30 – 10:30)	66 spaces occupied (45%)	75 spaces occupied (51%)
Inter peak (11:30 – 12:30)	53 spaces occupied (36%)	60 spaces occupied (41%)
PM peak (15:30 – 16:30)	31 spaces occupied (21%)	35 spaces occupied (24%)
Saturday		
Saturday Peak (09:15 – 10:15)	97 spaces occupied (66%)	109 spaces occupied (74%)

When assessing for the peak hour average, it highlights those no notable capacity constraints in regards to site parking provision are identified for both the Friday and Saturday. Peak 15-minute intervals highlight larger instances where capacity exceeds that seen in the hour average analysis. These instances include:

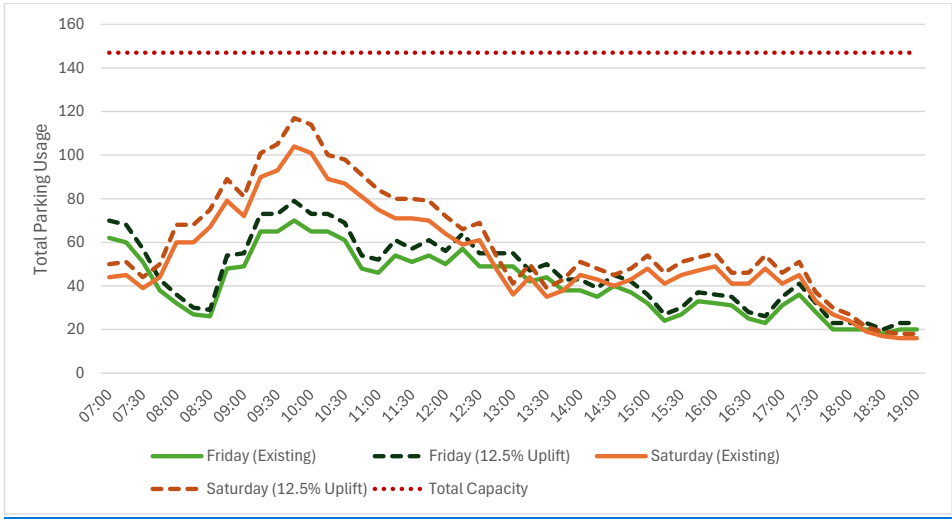
- Friday (09:45 – 10:00) – Parking usage reaches 70 spaces, which represents 48% of existing car park capacity. Additional 12.5% traffic flows would increase parking usage to 79 spaces (53%).
- Saturday (09:45 – 10:00) parking usage reaches 104 spaces, which represents 71% of existing car park capacity. Additional 12.5% would increase parking usage to 117 spaces (79%).

Although these 15-minute intervals exceed larger than the hourly averages, they still maintain within total parking capacity. With additional 12.5% traffic growth from the development, the parking capacity should still be sufficient for the site, with no need for additional parking requirements. An accumulation graph for



existing and expected parking across the study area period is provided for both Friday and Saturday in **Figure 6.1**.

Figure 6.1 Car Park Accumulation Graph

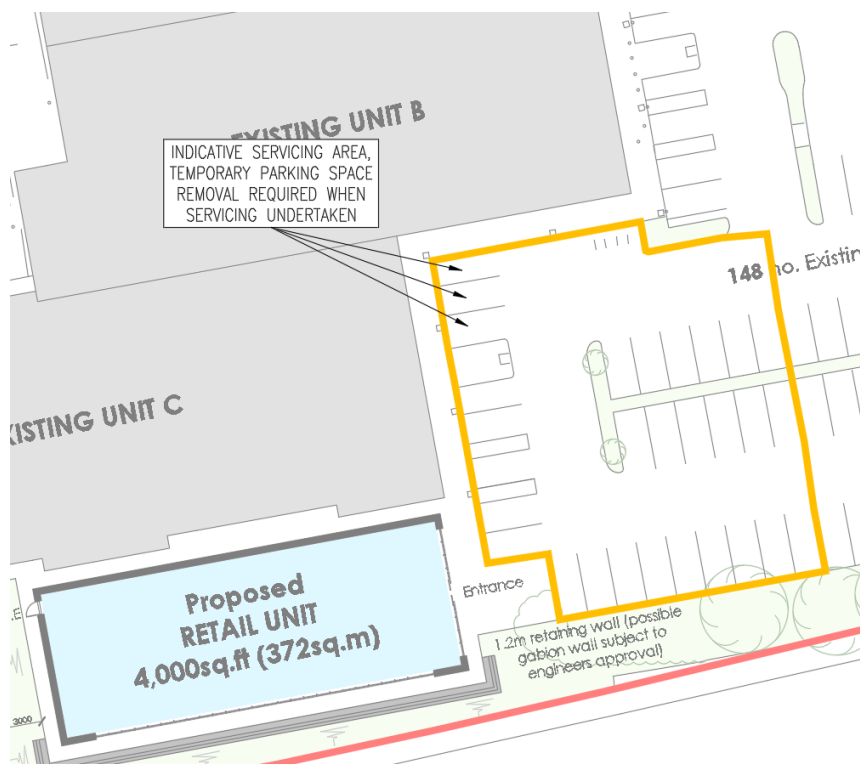


6.2 Delivery Area Parking Usage

Another assessment into the parking capacity has also been undertaken to identify car parking usage in the area surrounding the proposed scheme building. This assessment has been made to identify if a notable usage of this area is identified during the expected delivery time (07:00-09:00). As parking is expected to be curtailed temporarily overnight to enable space for deliveries to be made prior to site opening times, the existing parking for potential delivery locations have been identified.

The location of the delivery area specific parking survey is highlighted in **Figure 6.2** below. Although an indicative location for delivery has been provided, alternative locations can also be utilised across the identified area.

Figure 6.2 Delivery Area Parking Survey Location



The results from the delivery area parking survey are highlighted in **Table 6.2** below, showing capacity based on 29 parking spaces in total.

Table 6.2 Delivery area Parking Survey Peaks

Day	Existing Peak	Expected Peak (12.5% Uplift)
Friday (07:00 – 07:15)*	17 spaces occupied (59%)	19 spaces occupied (66%)
Saturday (08:15 – 08:30)	16 spaces occupied (55%)	16 spaces occupied (62%)

**Note: larger peak is seen prior to 07:00am, however deliveries are unlikely to take place before 07:00am*

It is noted that if this area of the car park was made unavailable at these times for deliveries to the proposed retail unit, there is ample car parking available elsewhere in the car park to accommodate the displaced vehicles.

7. Summary & Conclusions

7.1 Summary

This Transport Statement has provided details of the proposed development and the context of the existing site.

This statement demonstrates that the site is located within walking and cycling distance from large parts of worthing and surrounding areas, opening opportunities for sustainable car free travel opportunities. The site is also within walking / cycling distance from bus and rail services, allowing for public transport options for commuting and visiting the site.

Local bus and rail services open the site up for sustainable travel for both employees and customers, enabling use of sustainable car free travel. Local modal share statistics also highlights notable use of sustainable modes of travel in the surrounding area, reducing the overall impact that the site will have on surrounding road space capacity and potential carbon emissions.

Servicing arrangements identify the use of a 7.5 tonne Luton box van for deliveries to the site as identified using vehicle tracking arrangements within the car park. Limited deliveries are expected to take place based on the showcase arrangement of the proposed site and is likely to be undertaken prior to site opening time (07:00 – 09:00) with a small closure in parking required.

It is unlikely that the development is expected to have negative / adverse impacts on the surrounding transport network as the proposed land use of the site (showroom style retail operation) is unlikely to produce a substantial amount of car trips. Using traffic surveys to analyse existing traffic flows entering the site and comparing to the level of retail floorspace, an estimated traffic flow increase of 12.5% was identified for the implementation of the development.

The predicted increase in traffic flows is unlikely to have any noticeable impact on the surrounding road, public transport and active travel (walking and cycling) networks. It is considered that there are good opportunities to travel to the site by sustainable and active travel modes.

No additional car parking is proposed for the new retail unit. The car park typically has vacant spaces at the moment, and the additional trips from the proposed development are unlikely to require all of this capacity – car parking accumulation calculations predict that the proposed development will not result in parking capacity problems within the proposed development. This is also unlikely if an area of the car park is closed off to act as a construction compound during construction of the proposed retail unit.

7.2 Conclusion

It is predicted that the proposed retail unit at the Lyons Farm Retail Park will not have a noticeable impact on the local transport network and additional car parking demand associated with that unit can easily be accommodated within the existing car park. The predicted transport impact cannot be described as “severe”, and consequently, there is no transport reason for refusing planning permission for the proposed retail unit.



Appendix A – Proposed Site Masterplan



Appendix B – Vehicle Tracking Analysis



Appendix C – Traffic and Parking Survey Data

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