WEST SUSSEX COUNTY COUNCIL
INFRASTRUCTURE CONSULTATION

DATE: 13th October 2009

FROM: **Ian Gledhill**

TO: **Worthing Borough Council**
FAO: Mr P Devonport

SUBJECT: **WB/09/0794/FULL - Proposed rationalisation, reorganisation of car park and accesses ; provision of additional parking area; retention & continued use of existing overspill parking area; provision of smoking shelter; provision of cycle shelter; lighting provision.**

Southern House, Yeoman Road, Worthing, West Sussex

CONSULTATION DATE: 28th September 2009

RECOMMENDATION:

Advice		**Modification**		**More Information**	X
Objection		**No Objection**		**Refusal**	

TAD contribution: £

WSCC have undertaken pre application discussions with regards to this proposal and advice has been given in regards of the measures to be included within the Travel Plan. It is also noted that advice was provided in respects of an application back in 2006 that sought retrospective permission to increase the existing car park by 100 spaces. Comments made in regards of that application raised concerns regarding the extension of the car park in effect promoting the use of the private car rather than promoting the use of sustainable transport and that the proposal was consequently in opposition to sustainable transport policies. It would seem that the use of the area proposed for the previous car park extension application has in any case been used for parking for the past 4-5 years and it may now be viewed as lawful development, which is a matter for consideration by the Planning Authority.

Taking account of the current proposal, presuming the car park extension is considered as lawful, the proposal seeks relatively minor alterations to the existing car park areas to increase the overall number of car parking spaces. The main driver behind this application is the operational change resulting in the need to accommodate an additional 200 staff within the existing Southern Water House (from 660 to 860). There is though to be no increase or extensions to the existing building. The level of information submitted in support of this proposal is minimal and it's not evident what, in highway terms at least, the implications of this proposal may be, particularly in terms of the increase in the number of vehicle movements compared with the existing. Whilst this proposal seeks relatively minor alterations to the existing car parking area, and notwithstanding the additional 200 staff that would be employed on the site, which in itself would not require planning permission, this proposal would result in the creation of 101 car parking spaces and a resultant intensification of use of the site as such this proposal should be considered as part of a Transport Assessment. As part of the TA, the Travel Plan, which has been submitted as a stand alone document, should inter-relate with the analysis within the TA. Further information would therefore be sought.

In terms of details, the car parking layout is broadly acceptable but there are several substandard dimension parking spaces and aisles. This proposal seeks also the opening of a further vehicular access from Yeoman Way, which will be as an In access only. No concerns would be raised in regards of this, and the works would require the permission of the WSCC Area Engineer in order to undertake. The main vehicular access from Yeoman Road would also appear to be retained for two way visitor movements but as an In entrance only for staff.

The only exit from the staff car park is therefore onto Yeoman Way. From a practical point of view, is the width of the exit sufficient to enable a delivery/refuse vehicle to exit the site via this means? Also, is there adequate stacking space provided at the retained In only access from Yeoman Road as queuing vehicles waiting to enter the site at this access may spill back onto Yeoman Road.

The submitted Travel Plan has been reviewed by the WSCC Business Travelwise Adviser and the following points should be addressed before this Travel Plan can be approved:

- Contact details for the Travel Plan Co-ordinator (TPC) should be included. If the TPC is yet to be identified then a commitment should be included to provide this office with contact details before the new parking spaces are brought in to use.

- Section 6.1 describes the overall commuting patterns observed at Southern Water's offices across the south. These patterns are likely to change when employees from the Falmer office relocate to Durrington. A survey to establish how Falmer employees might access the Durrington site may help to inform the Travel Plan.

- Section 7.3 and 7.4 briefly describe public transport provision in the local area and how this might be promoted (including the possibility of subsidised fares). Specific details about the measures that will form part of the Travel Plan (e.g. provision of route maps and timetable information, interest free loans etc) should be included. (N.B. whilst salary sacrifice schemes are available for bus ticket purchases, for tax reasons it may not be possible to purchase train tickets in this way).

- Section 7.5 states that a car sharing scheme would be introduced, but does not explain what format this would take (in-house database, bespoke website, membership of www.westsussexcarshare.com etc). The County Council has established www.westsussexcarshare.com to facilitate car sharing by those living or working in the county. The public website is free to use; however employers can purchase private groups where access can be restricted to staff only. Further information can be obtained from this office.

  A free emergency ride home facility and preferential parking should be made available to employees that car share. The number of car sharing spaces that will be provided should be stated in the Travel Plan.

- It is unclear whether the measures outlined in section 7.7 will be implemented in the Travel Plan, or whether this is simply an ideas list. Some of the measures (e.g. Car Club) may have practical limitations.

- The site location map at Appendix A is useful, however future revisions would benefit from:
  - The inclusion of local bus route information and fare information (e.g. from Goring and Durrington Stations)
  - Inclusion of walking time and distance information from local bus stops and rail stations
  - Information about journey planning websites such as Transport Direct
  - Information about on-site parking restrictions
  - Placement of public transport information at the top of the page and directions for drivers at the bottom

- As a Transport Assessment is required for this development, our draft Travel Plan Policy requires that TRICS UK SAM monitoring will be required in order to independently monitor the performance of the Travel Plan. Given that existing overflow parking to be formalised but no additional parking is to be provided, car travel will be restrained to a degree. TRICS SAM monitoring would, however, provide additional

confidence that any staff parking in local roads will be picked-up. (N.B. only 17% of employees responded to the 2007 staff travel survey, which is a low response rate)

- Travel Plan targets need to be **SMART** (Specific, Measurable, Achievable, Realistic and Time-bound). Our draft Travel Plan Policy requires that Travel Plans at new development sites should achieve a 15% reduction in the 12-hour weekday vehicle trip rate within 5 years of occupation, when compared the expected trip rate forecast by the TRICS database.

  It is acknowledged that there may be a lack of data relating to call centres in the TRICS database, which in turn means that it will not be possible to set a trip rate target. The following actions are therefore proposed, which will enable a trip rate target to be set:

  - Initial TRICS SAM survey within 6 months of occupation (i.e. transfer of staff from Falmer site)
  - Use of the above to set a maximum vehicle trip rate target for the site (e.g. the vehicle trip rate should not be greater than identified in this initial TRICS SAM survey at year 5)
  - Second TRICS SAM survey at year 3 to check that the vehicle trip rate has not worsened (and prompt remedial action if it has).
  - Final TRICS SAM survey at year 5.

Our draft Travel Plan policy would normally require that TRICS SAM surveys be undertaken on an annual basis, however, as no additional parking spaces are to be provided in this case, surveys are not required in years 2 or 4. This will allow funding that would have been allocated to monitoring to be invested in Travel Plan measures.

The driver behind this application is understood with there being a number of additional staff employed on the site. However further information is required in support and amendments required to the draft travel plan submitted in support of this proposal.

Ian Gledhill
Local Development