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THE
REDWOOD
PARTNERSHIP

**NEW PARK COMMUNITY
& ARTS CENTRE
NEW PARK ROAD, CHICHESTER**

**NEW PARK CENTRE
TRANSPORT STATEMENT**

PARTNERS

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1.0 INTRODUCTION

1.1 The Redwood Partnership have been instructed by the New Park Community and Arts Association Ltd (a charitable company) to prepare a Transport Statement of the main transportation issues associated with the redevelopment at the New Park Centre, New Park Road, Chichester, West Sussex. A location plan of the site is enclosed as Figure A1 (Appendix A).

1.2 The existing Community Centre is currently used by over 60 local groups with, on average, over 2,250 people using the facilities each week. The intention of the redevelopment proposals is to refurbish and extend the building with the specific aim of creating a Community Hub for the 21st Century.

1.3 The Centre's current main facilities comprise:

- A flexible use auditorium with retractable raked seating units for 122 (cinema) and 90 (theatre), with projection and control room
- A multi- activity sports hall (fixed mats) with a spectator viewing gallery (the Dojo)
- A smaller multi-activity/meeting room (The Studio)
- larger multi-use activity and function halls (The Jazz Hall and the Hall Next Door, which are in a self-contained outbuilding)
- -a bar and social area
- -dressing room and workshop
- -entrance Foyer and cinema Box Office
- 'Portakabin' meeting room
- storage, changing facilities and toilets; and
- 40 car parking spaces

1.4 The redevelopment proposals will provide:

- construction of a new martial arts and fitness facility for the development of judo and other martial arts disciplines in Chichester, especially for young people, and other types of keep fit exercise such as yoga
- improvements to the Cinema environment, including a second screen, to meet the expectations and demands of existing and new discerning audiences;
-satisfactory provision for Chichester Players, learning and performing
- more flexible use of the main auditorium to a wider range community users
- replacement of the Hall Next Door and the Jazz Hall (as this annexed building is nearing the end of its life) to re-provide the same size floor area, but with greater flexibility capable of use as 1, 2 or 3 rooms
- improvements to facilities for meetings, lectures and talks, all of which are extremely popular at the Centre
- provision of additional and a wider variety of lettable space, including smaller meeting rooms, to meet demand and generate additional income
- updating of social and function facilities in support of the other activities at the centre
- welcoming and workable Reception, management and community office facilities
- provision of satisfactory toilet and changing facilities;
- essential maintenance to the fabric of the building; and
- a reduced car park provision

1.5 The Transport Statement will review the highway and transportation effects of the redevelopment on the surrounding highway network and assess the impact on the Centre of the forthcoming redevelopment of the New Park Road public car park which will result in a reduced public car park from 256 spaces to 100 spaces. The Transport Statement will also assess the sustainability of the proposals against local and national guidelines.

1.6 The Transport Statement considers the following issues:-

- The nature of the development proposals and the study area;
- Existing conditions and patterns of movement within the study area and the current use of public car parking adjacent to the site;
- The site access arrangements and the impact of the development scheme on the adjoining highway network and the need for mitigating measures;
- The general needs of traffic, pedestrians and cyclists using the site's facilities;
- Car parking, public transport and cycle provision and accessibility in the vicinity of the site;

1.7 The highway authority responsible for planning and highways and transportation issues within the study area is West Sussex County Council.

2.0 EXISTING HIGHWAY NETWORK

2.1 The New Park Centre is a Community and Arts Centre located on the A286 New Park Road on the eastern side of Chichester, West Sussex. The Centre is housed in a 124 year old Victorian School and the former school canteen building. The accommodation and facilities are owned by Chichester District Council and are managed by an independent charity – the New Park Community and Arts Association. An existing site layout is included in Figure A1 (Appendix A).

2.2 The Jazz Hall on the northern side of the site has direct vehicular access from New Park Road and has a dedicated car park sufficient for 17 cars on its frontage. Photo 2.1 shows the former school canteen building (now known as the Hall Next Door and Jazz Hall) and car park (car park No.3) and photos 2.2 and 2.3 show the visibility to the left and right respectively for vehicles leaving the former school canteen site onto New Park Road.

Photo 2.1
Jazz Hall & car park



Photo 2.2
Visibility to the left leaving Jazz Hall car park



Photo 2.3
Visibility to the right leaving Jazz Hall car park



2.3 The main building of the New Park Centre is located on the southern side of the site and has direct vehicular access from New Park Road public car park to the south of the site. The New Park Road public car park currently has 253 parking spaces (car park No.1). The main building has a dedicated car park on its frontage with New Park Road sufficient for 23 cars on its frontage.

2.4 Photo 2.4 shows the main New Park Centre building and car park (car park No.2) and photos 2.5 and 2.6 show the visibility to the left and right respectively for vehicles leaving the New Park Centre via the public car park egress onto New Park Road. The car parks to both buildings are connected via an opening in the railing.

Photo 2.4
Main Centre building & car park



Photo 2.5
Visibility to the left leaving New Park Road public car park



Photo 2.6
Visibility to the right leaving New Park Road public car park



2.5 Planning permission has been obtained by a third party for partial residential and retail development of the adjacent New Park Road public car park which will reduce the car park provision from the current 253 spaces down to 100 spaces. Drawings attached to the rear of this statement provide an extract of the approved development.

2.6 The existing site access onto the A286 New Park Road has substandard visibility for cars leaving the site (Photos 2.2 and 2.3) and the development proposals will include the closure of the existing access.

Public Transport – Bus Services

2.7 The site is well served by local bus routes. The nearest bus stop S for northbound services is shown in Figure A2 (Appendix A) and is located on the A286 New Park Road approximately 80 metres to the north of the site. Bus passengers can alight from northbound bus services on the west side of New Park Road and walk southwards along a level footway to the site. Bus passengers alighting at bus stop F for the southbound bus services on New Park Road have a slightly longer walk in the order of 150 metres from the site as they will have to cross at the controlled pedestrian crossing on New Park Road just to the south of the site.

2.8 Other local bus routes are available near the site connecting at the eastern end of East Street (bus stops L, M and N) approximately 280 metres from the site. These further bus stops are an easy walk distance from the site for staff and users of the Centre.

2.9 Available destinations served by each bus route and bus stop location is shown in Table 2.1 below. Figure A2 shows bus stop locations within Chichester.

Table 2.1 – Bus service destination and bus stop location

<i>Service No.</i>	<i>Destinations</i>	<i>Bus Stops</i>
11	Southbourne, Westbourne, Emsworth, Thorley island	A, D, C2
15	Arundel, Clapham, Patching	P, E, L
47	East Broyle	B7, D, C2
48	Fishbourne Tesco Store	A, D, C3
51	Hunston, Sidlesham, Selsey	P, E, B4, L
52 / 53	Birdham, Bracklesham, East and West Wittering	P, E, A

Table 2.1 – Bus service destination and bus stop location (Cont..)

<i>Service No.</i>	<i>Destinations</i>	<i>Bus Stops</i>
54	Funtington, Compton, South Harting, Petersfield	A, D, C2
55	Halnaker, Boxgrove, Tangmere	K, P, E, B3, L, S
55	Summersdale	F, M, G, B7, D, C2
56	Arundel Park	P, E, B4, L
56	Fishbourne, Old Bosham	M, G, B9, D, C1
60	North Mundham, Pagham, Bognor Regis	K, P, E, B6
60	Lavant, Singleton, Cocking, Midhurst	B7, D, C2
67	Bury, Pulborough, Storrington	C1, L
68	Graffham, Northchapel, Loxwood	C1, L
84 / 85	Westergate, Arundel, Worthing or Billingshurst	P, E, L, S, R
99	Westerton, Duncton, Petworth	P, E, L
300	Rowlands Castle, Waterlooville, Denmead	C2
700	Bognor Regis, Littlehampton, Worthing, Brighton	P, E, B6, N
700	Southbourne, Emsworth, Havant, Portsmouth	M, G, B9, D, C1

2.10 Table 2.2 below shows bus service frequency throughout the week:

Table 2.2 – Bus service frequency

<i>Service No</i>	<i>Route</i>	<i>Monday - Saturday</i>		<i>Sunday</i>
		<i>Daytime</i>	<i>Evening</i>	
11	Thorney Island, Emsworth, Westbourne, Southbourne, Chichester	irregular	-	-
15	Clapham, Patching, Arundel, Barnham, Chichester (Wed)	1 Journey	-	-
47 / 47A	Chichester, Parklans/East Broyle circular	30 mins	-	-
48	Chichester, Fishbourne Tesco Store	30 mins	-	-

Table 2.2 – Bus service frequency (Cont..)

Service No	Route	Monday - Saturday		Sunday
		Daytime	Evening	
51	Chichester, Hunston, Sidlesham, Selsey	15 mins	hourly	hourly
52 / 53	Chichester, Birdham, East/west Wittering circular	15 mins	hourly	hourly
54	Chichester, Funtington, Compton, South Haring, Petersfield	2 hourly	-	-
55	Summersdale, Chichester, Halnaker, Tangmere	30 mins	-	-
55	Chichester, Halnaker, Tangmere	30 mins	hourly	hourly
56	Old Bosham, Fishbourne, Chichester, Arundel Park	hourly	-	-
60	Bognor, Pagham, Chichester, Singleton, Cocking, Midhurst	30 mins	hourly	hourly
60	Elmer, Bognor, Pagham, Chichester, Singleton, Cocking, Midhurst	-	hourly	hourly
67	Chichester, Bury, Pulborough, Storrington (Wed & Sats)	1 journey	-	-
68	Loxwood, Northchapel, Graffham, Chichester (Wed & Sats)	1 journey	-	-
84	Worthing, Arundel, Oving, Chichester	3 journeys	-	-
85	Billingshurst, Pulborough, Arundel, Oving, Chichester	2 journeys	-	-
99	Petworth, Duncton, Chichester	irregular	-	-
300	Denmead, Cowplain, Rowlands Castle, Hambrook, Chichester (Weds)	1 journey	-	-
700	Portsmouth, Havant, Chichester, Bognor, Worthing, Brighton	30 mins	irregular	hourly
700	Chichester, Bognor Regis, Littlehampton	15 mins	irregular	hourly
Village bus	Rackham, Amberley, Slindon, Chichester (Thurs)	1 journey	-	-

2.11 Clearly, the further away the bus stops are to the development, the less attractive they become for regular use, however the routes between the bus stops are reasonably level and should provide some users of the Centre with a realistic choice of travel.

- 2.12 The walk distances to and from the nearest bus stops to the site compare favourably with walk distances suggested in the Institution of Highways & Transportation's "*Guidelines for Planning for Public Transport in Developments*" (Para 5.18) which states: "*The Department of the Environment has recommended that the public should not have to walk more than 400 metres to the nearest bus stop*".
- 2.13 The location of good bus services nearby will offer staff and users of the Centre with a realistic alternative mode of travel from the car. Figure A2 (Appendix A) indicates the location of the bus stops relative to the site.

Public Transport - Rail Services

- 2.14 Chichester railway station is located approximately 750 metres south-west of the site providing during the week, two to three rail services per hour to Portsmouth, Southampton, Brighton and London. Sunday services are reduced with between one and two services per hour (Figure A2).
- 2.15 The Institution of Highways & Transportation's "*Guidelines for Planning for Public Transport in Developments*" (Para 5.21) states: "*New developments should be located so that public transport trips involve a walking distance of less than 400 metres from the nearest bus stop or 800 metres from the nearest railway station*".
- 2.16 The site is located within the suggested maximum walk distance of the railway station. The pedestrian route from the station is wide and level and provides staff and users of the Centre with a realistic travel option.

Public Car Parks

- 2.17 The forthcoming re-development of the adjacent New Park Road public car park will reduce the car park provision from the current 253 spaces to 100 spaces and will provide the new centre with a new catchment for potential users of the Centre. A drawing attached to the rear of this Transport Statement shows an extract of the approved development.
- 2.18 The reduction in car park provision in and around the site will have an affect on the travel habits of existing staff and users of the Centre. Users who have no alternative other than the car, will need to park in public car parks slightly further from the site. Figure A3 provides a location plan showing the location of all City centre public car parks and available spaces where users could park if the New Park Centre car park is full. Although walk distances to the site from these other car parks will be greater, the distances are not unrealistic.
- 2.19 The development proposals at the Centre will also reduce the number of existing Centre parking spaces. Accompanying this application is a companion document "The New Park Centre Travel Plan". The Travel Plan will look at ways which the New Park Board can manage the reduction in nearby car parking spaces with the possible provision of a community bus with pick ups at outlying bus stops and car parks together with encouraging staff and users to use modes of travel other than the car.

Cycle Facilities

- 2.20 There are no dedicated cycle lanes in the local area and cyclists approaching the site would need to travel on the existing carriageway, however carriageway widths are sufficiently wide in the area to ensure good accessibility for cyclists to the site. Figure A4 (Appendix A) shows the location of cycle routes in the area surrounding the site. Proposals to be implemented by the Seaward Development will include a priority cycle route along the Road which will run parallel to the southern boundary of the site.

3.0 DEVELOPMENT PROPOSALS

3.1 The proposed development will consist of a comprehensive refurbishment and redevelopment of the New Park Centre Site as outlined in Section 1.4 of this Transport Statement. Highways and transportation provision within the new development will consist of the following:

- i) Closure of the existing access from New Park Road to the former school canteen building parking area due to inadequate visibility
- ii) The construction of a new access off New Park Road to provide an entry only to the site
- iii) The alteration of the existing site access directly into the New Park Centre car park to provide egress only at this point. Traffic from the site will leave at this egress and use the existing egress to the New Park public car park onto New Park Road
- iv) New pedestrian access directly north of the new access from New Park Road
- v) New pedestrian access on the north site boundary from Jubilee gardens
- vi) New pedestrian access (controlled) on the west boundary from the new City wall walk
- vii) Reservation of a three metre strip to provide for the proposed City Wall walkway
- viii) Cycle parking provision for 10 cycles
- ix) Nine car parking spaces including four disabled spaces and one staff space
- x) One dedicated minibus/ delivery space
- xi) One dedicated drop off / delivery bay area

3.2 A reduced copy of LCE Architect's proposed ground floor plan (Drg. No. 04437.PL.02) showing the extent and nature of the development is attached to the rear of this document, together with Redwood Partnership's Drg. No. 2772-100 which highlights the highways and transportation provision for the development.

Car Parking

- 3.3 In order to assess the extent of the existing car park usage both at the Centre and the New Park public car park, a car park accumulation survey was instructed. The survey was carried out on Thursday 20th March 2008 to measure a “typical” weekday and the results of the survey are enclosed in Appendix B1 in graphical form.
- 3.4 The graphs shows a peak usage at the centre of early evening (approx 1800 hours), however this coincides with a reduced occupancy in the New Park Road public car park. Clearly with the current car park provision the parking demand is generally being satisfied.
- 3.5 Figure B2 shows the effect of the reduction in parking levels. Motorists (both Centre users and the general public) using New Park Road public car park will be required to change their travel habits by either parking in other car parks or using alternative modes of travel. A travel survey of users found that over 70% used a car to access the site.
- 3.6 The New Park Board have prepared a Travel Plan and will develop the Travel Plan in accordance with the needs of users and groups visiting the Centre to encourage walking, cycling, bus and rail travel and be proactive in managing as far as possible the travel difficulties caused by the reduced public car parking nearby. The Travel Plan provides details of those travel initiatives.
- 3.7 The future role of a permanent Park and Ride service for Chichester must be progressed by Chichester District Council and West Sussex County Council as a comprehensive Park and Ride scheme could partially overcome difficulties caused by the reduced public parking levels on the east side of Chichester . It is important that the New Park Board is actively involved in the development of any new transport/parking initiatives for the City including Park and Ride.

Servicing and mini buses

- 3.8 The proposals provide for two service delivery bays on the site. The area of the on-site parking is of insufficient size for access by heavy goods vehicles. On-site servicing will generally be carried out from smaller light goods vehicles similar to a 7.5 tonne panel van.
- 3.9 Figure A5 shows the TRACK swept path of a panel van type vehicle entering the larger service bay to the front of the building. Where occasional service deliveries are required from larger heavy vehicles, this servicing would be taken directly from the New Park Road frontage.
- 3.10 Refuse collection bins are located on the southern boundary of the site. Refuse vehicles could enter the New Park Road car park and collect from the car park, similar to the refuse strategy agreed for the Seaward Properties Ltd development of the New Park Road public car park. Refuse collection directly from New Park Road is achievable.
- 3.11 In an emergency situation, fire tenders could enter the front car park via the egress point from the New Park Road public car park to access buildings at the front of the site.

4.0 POLICY GUIDANCE

4.1 Transport planning policy and guidance that is relevant to the proposed development is set out in the following documents:

- i) PPG13 – Transport
- ii) The Transport Plan for West Sussex 2006 - 2016

4.2 The common themes running through these documents are:

- Promoting sustainable transport alternatives to the private car, particularly healthy alternatives such as walking and cycling, but also including bus and rail travel which is less environmentally damaging than the equivalent car trips;

The New Park Board have commenced the development of a Travel Plan to encourage alternative modes of travel to be proactive in managing the reduction in public car parking and managing the needs of Centre users

- Promoting brownfield development as a sustainable alternative to out of town development in order to reduce the need for, and length of, car trips and to promote healthy alternatives to the car.

The development is located on an existing developed site and is close to bus and rail services

PPG13 – Transport

4.3 PPG13 provides government guidance on transport issues particularly as they relate to transport planning. The objectives of the guidance are to reduce the growth in the length of motorised journeys; encourage alternative means of travel, which have less environmental impact and tend to reduce reliance on the private car.

4.4 The PPG13 guidance note states that Local authorities should:

"Not require developers to provide more spaces than they themselves wish". **The site's existing car parking provision will be reduced to maximise building footprint and services improving vehicle and pedestrian safety on the New Park Road and adjacent roads**

"Require developers to provide designated parking spaces for disabled people in accordance with current good practice". **The site will be providing 4 designated disabled space within the development proposals**

4.5 The proposals have been reviewed in the light of current planning and transport policy and support policy objectives by developing on a brownfield site adjacent to good public transport infrastructure.

5.0 CONCLUSIONS

- 5.1 The redevelopment proposals at the New Park Centre will refurbish and extend the site with the specific aim of creating a Community Hub for the 21st Century.
- 5.2 Significant benefits to the local highway network in the form of a reduction in traffic generation will result from the reduction in on-site and public car parking, however this traffic will not be removed completely, but will in the main redistribute to other City public car parks.
- 5.3 The New Park Board have prepared a Travel Plan and will establish a Travel Forum to develop this plan in accordance with the needs of users and groups visiting the Centre, to encourage walking, cycling, bus and rail travel and be proactive in managing as far as possible the travel difficulties caused by the reduced public car parking nearby. The Travel Plan provides details of those travel initiatives and should be read as a companion document to this Transport Statement.
- 5.4 National, strategic and local policy objectives are to promote brownfield development, to reduce dependence on the private car by locating development in areas where people have a choice of alternative modes of transport such as bus, cycle or walking. The location of the development at Technology House with good Public Transport Accessibility, cycle and pedestrian links provides this alternative choice.