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LAND AT BAYARDS, EASTERGATE
FRAMEWORK TRAVEL PLAN
AUGUST 2021

Land at Bayards, Eastergate

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August 2021

Reside Developments

RESIDENTIAL DEVELOPMENT
LAND AT BAYARDS
EASTERGATE

FRAMEWORK TRAVEL PLAN

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RESIDENTIAL DEVELOPMENT
LAND AT BAYARDS
EASTERGATE

FRAMEWORK TRAVEL PLAN

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1. INTRODUCTION

1.1 This Framework Travel Plan (FTP) has been prepared by Paul Basham Associates on behalf of Reside Developments to support an outline application for up to 69 dwellings with access parking, landscaping and associated works. All matters reserved apart from access at Land at Bayards, Eastergate.

1.2 The site directly adjoins and acts an extension to the consented 42 unit residential development at Land West of Fontwell Avenue, Fontwell. The location of the application site is shown in red with the consented 42 unit development shown in blue in **Figure 1.**

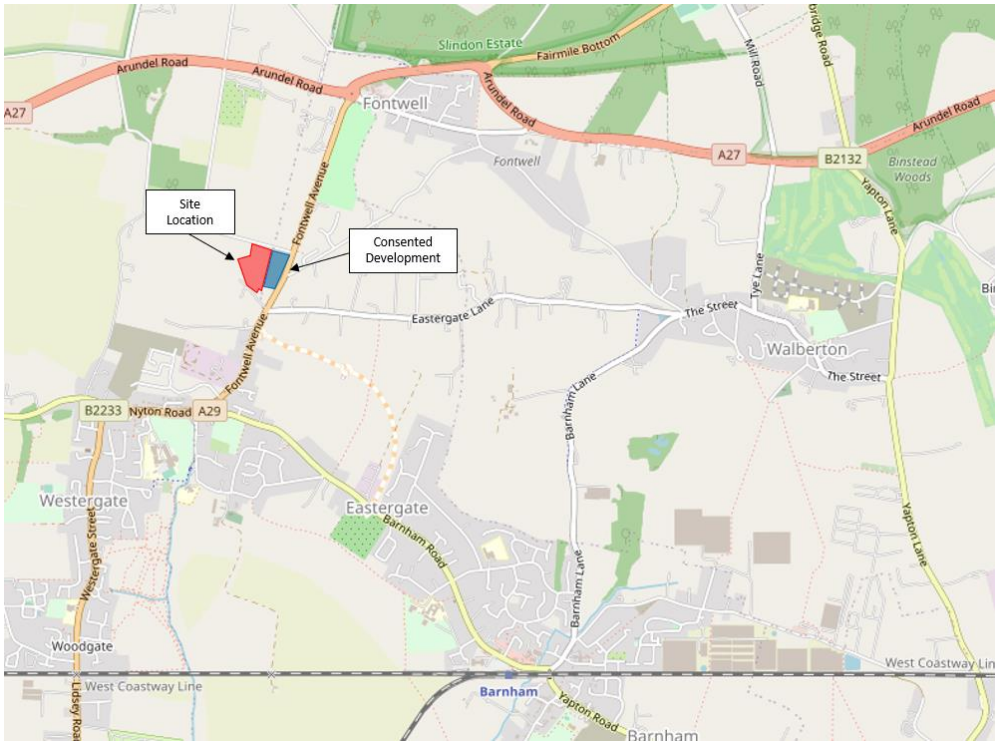

Figure 1: Site Location

1.3 It is proposed that up to an additional 69 units would be provided on land to the west of the consented scheme to provide a maximum total of 111 units. The majority of the currently proposed site (63 units) would be accessed through the consented development with access onto Fontwell Avenue in the form of a ghost island right turn lane. A secondary access to serve six units would also be provided onto Level Mare Lane. An indicative site layout is included in **Appendix A**.

1.4 The consented development received planning consent in December 2020 for 42 units with access onto Fontwell Avenue (planning reference: BN/50/20/PL) and is currently being built by Sovereign Housing Association. To support the planning application for the committed development, a Travel

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Plan was prepared by Paul Basham Associates (document reference 020.0360/TP/3). As the proposed development lies immediately adjacent and part of this site the principles identified for this development have been reviewed and applied to this FTP where relevant and appropriate.

1.5 A Transport Statement (TS) has also been prepared by Paul Basham Associates to support the outline planning application. The TS should be read in conjunction with this FTP and provides further details on the development.

Purpose of the Travel Plan

1.6 A TP is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. This TP supports access to a full range of local facilities and activities for future site users, whilst encouraging good design principles and working with the local community.

1.7 A TP is an evolving process initiated by a front-loading exercise through site visits, the completion of a TP, and frequent meetings and conversations between its authors (Paul Basham Associates), the client (Reside Developments) and the Local Authorities (Arun District Council, ADC) and West Sussex County Council (WSCC). As such the TP will develop over time from feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

Travel Plan Principles

1.8 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. A TP must be Transparent, Realistic, Achievable, Committed, Enforceable and Sustainable (TRACES). This TP therefore aims to demonstrate sustainable local travel options and practices, highlighting them as a key aspect of wider measures taken along with an implementation and monitoring strategy.

Travel Plan Aim and Objectives

1.9 The FTP strategy supports access to a wide range of local facilities and services for future site-users, whilst working alongside the local council and the local community to encourage a sustainable development. The TP follows an overarching aim to reduce the reliance on the private car whilst increasing the use of sustainable transport modes. The objectives that support this aim are outlined in Table 1:

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Objective number	Objectives
1	To encourage walking and cycling to local amenities in Fontwell, Eastergate and Westergate
2	To promote the use of local bus/rail services
3	To minimise private vehicle dependence through the promotion of car sharing and understanding the typical journeys of residents at the proposed development

Table 1: TP Objectives

1.10 Meeting these objectives will help to create a sustainable development with good travel practices and will therefore help to encourage a decrease in the reliance on the use of private vehicles. The continuous development and evaluation of this TP is necessary to make sure that objectives are realistic and achievable. A Travel Plan Coordinator (TPC) would be responsible for promoting the practices of the TP and reviewing its objectives. Promoting the TP process will better residents understanding of the TPC's work, which in turn should increase resident engagement with the TP.

Travel Plan Structure and Approach

1.11 This TP will follow the following structure:

Chapter 2 - Travel Plan Policy

Chapter 3 - Local Accessibility

Chapter 4 - Proposed Development

Chapter 5 - Indicative Baseline and Targets

Chapter 6 - Travel Plan Strategy

Chapter 7 - Implementation and Monitoring

Chapter 8 - Summary and Conclusion

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2. TRAVEL PLAN POLICY

2.1 The objectives of this TP as outlined in **Table 1** are designed to work alongside those set at national, regional and local levels. In particular the objectives relate to the National Planning Policy Framework (NPPF), the West Sussex Transport Plan (LTP3) (2011-2026), the Arun Local Plan 2011-2031 (July 2018) and the Aldingbourne Neighbourhood Development Plan 2 2019-2031 (June 2021).

National Planning Policy Framework (NPPF)

2.2 The NPPF (July 2021) acts as the central guidance for development planning and replaces national planning policy guidance including "Planning Policy Guidance 9 (PPG9): Promoting Sustainable Transport". As defined in the "NPPF's Annex 2: Glossary", a Travel Plan is 'a long term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed' and is a requirement for developments which generate a significant amount of vehicle movements. The following NPPF paragraphs are relevant to the Travel Plan:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that: *a) The potential impacts of development on transport networks can be addressed;* *b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;* *c) Opportunities to promote walking, cycling and public transport use are identified and pursued;* *d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and* *e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.* ***(NPPF Para.104)***
The planning system should actively manage patterns of growth in support of these objectives. 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. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making. ***(NPPF Para.105)***
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

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impacts of the proposal can be assessed.

(NPPF Para. 113)

Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

(NPPF Para.186)

Regional and Local Policy

2.3 The West Sussex Transport Plan (2011 – 2026) (LTP3) sets out West Sussex's transport strategy and identifies a range of policy objectives, which are:

1. Promoting economic growth;
2. Tackling climate change;
3. Providing access to services, employment and housing; and
4. Improving safety, security and health.

2.4 Some examples of how the aims of the LTP3 relate to this TP are:

- Maintaining roads and public rights of way to a good standard;
- All new developments should provide enough secure cycle parking to meet the needs of the development and be within close proximity to public transport;
- Encouraging sustainable travel by improving the existing cycle and pedestrian network through improved signing, connecting routes where appropriate and repairing and maintaining surfaces;
- Improving pedestrian accessibility throughout the District by enhancing existing pedestrian crossings, and providing new pedestrian crossing facilities at identified key locations;
- Promoting sustainable transport choices through projects such as Safer Routes to School.

Local Policies and Initiatives

Arun Local Plan

2.5 The Arun Local Plan 2011-2031 (July 2018) is a long-term plan that seeks to set out detailed policies which will be used to guide and shape new developments for the years up to 2031. This plan sets out

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the vision, objectives and strategy for the district. The key extracts related to transport and this TP are identified below.

Policy T SP1 – Transport and Development The Council will support transport and development which: a. Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy; b. Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements; c. Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton and the A27, to ensure that they are delivered in line with strategic growth in the District; d. Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking and; e. Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable.
15.2 Sustainable travel & Public Rights of Way Improving choice and access to sustainable modes of transport is key to reducing congestion, promoting healthy lifestyles and reducing social isolation. This can be achieved by locating new development within easy reach of public transport services, making provision for community transport and giving all residents and visitors to the District the choice to cycle or walk to destinations such as town centres, visitor attractions, places of work, learning, leisure facilities and other local services.
Policy T DM1 – Sustainable Travel and Public Rights of Way New development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified. Access to alternative modes of transport including public transport services, the public right of way and cycle networks, must be available and accessible to all members of the community.

<u>Aldingbourne Neighbourhood Development Plan 2 (2019-2031)</u>

2.6 The Aldingbourne Neighbourhood Development Plan 2019 – 2031 is another long-term development plan. This plan was adopted in July 2021. This plan is more localised than the Arun Local Plan and focuses on the parish of Aldingbourne, where this site is located. The plan identifies numerous policies to work towards achieving the vision for the parish. Those which are relevant to this TP are identified below.

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- Encourage provision of improvements to cycle ways and footpaths;
- Promote greater connectivity to the National Park and the coast.

2.7 This TP has been written in accordance with these policies to meet the sustainable requirements for new developments in West Sussex and increase the share of alternative transport options for the proposed development and wider community.

2.8 Seeking to maximise and build upon opportunities presented at all of the above scales, the primary aim of this TP is to reduce the reliance on the private vehicle whilst increasing the use of sustainable transport modes.

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3. EXISTING CONDITIONS AND SITE ACCESSIBILITY

3.1 The site is located approximately 500m south of Fontwell and is currently occupied by agricultural land which is accessed via an existing gated access onto Level Mare Lane to the east. The site is bordered by Level Mare Lane to the north, the construction of a consented development comprising 42 units to east and agricultural land to the south and west. Existing conditions of the surrounding area are identified within **Figure 2.**

Figure 2: Existing Conditions

3.2 The site is located within approximately 1km of local facilities in Fontwell, and c. 1.6km from a larger array of facilities in Westergate which includes a nursery, secondary school, sports centre and convenience store. Further facilities will also become available in Barnham, Eastergate and Westergate in due course as part of the strategic BEW allocation in Arun's Local Plan. The development is therefore presented with a good opportunity to support sustainable development with its close proximity to local amenities.

3.3 The routes to local services to the north of south of the site benefit from a gentle topography as well as continuous footways which are supported by dropped kerbs, tactile paving and pedestrian refuge islands to allow for the safe crossing of pedestrians and is therefore an attractive route on the pedestrian desire line.

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3.4 The distance to local amenities (measured from the centre of the proposed development) is outlined in **Table 2**. While the site proposed that six units would be accessed from Level Mare Lane it is anticipated that all site pedestrians would travel via the consented development to the east, given the permeability of this route and that no formal pedestrian facilities are provided on Level Mare Lane.

Service	Distance from site (m/km)	Travel time (minutes)	
		Walking	Cycling
Bus Stop	300m	4	1
Public House (The Old Stables)	900m	11	4
Post Office	900m	11	4
Convenience Store (Central Convenience Store)	900m	11	4
Medical Centre (The Croft Surgery)	1.2km	15	5
Secondary School & Sixth Form (Ormiston Six Villages Academy)	1.3km	16	5
Nursery (Bright Starts Day Nursery)	1.3km	16	5
Sports Centre (Six Villages Sports Centre)	1.3km	16	5
Church (Westergate Christian Fellowship)	1.6km	20	7
Primary School (Aldingbourne Primary School)	2.3km	29	10
Train Station (Barnham)	2.7km	34	11

Table 2: Distance to Local Amenities

3.5 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (April 2015) document identifies that the average length of pedestrian journeys is now 1.37km (page 6). Reviewing the amenities demonstrated within **Table 2** it is evident that there are several key amenities within this distance. This therefore helps to ensure the development can operate in sustainably manner by allowing future residents to travel by sustainable modes.

Pedestrian and Road Network

3.6 Level Mare Lane lies to the north of the site and is a rural route which is bordered by vegetation on both sides of the carriageway. As is typical of rural routes Level Mare Lane has a width of circa 4.5m wide and is subject to a derestricted speed limit. Level Mare Lane facilitates access to residential dwellings to the west and provides a convoluted route to the A27 to the north-west. At present the carriageway acts as an informal shared surface, with pedestrians required to walk along the edge of the carriageway. To the east Level Mare Lane forms a bellmouth arrangement onto Fontwell Avenue.

3.7 Fontwell Avenue measures circa 8m wide and runs north to south. Fontwell Avenue is a strategic route which provides access to the A27 to the north and the A259 to the south which in turn facilitate access onto the wider strategic network and local centres such as Chichester, Southampton,

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Portsmouth and Bognor Regis. The site is therefore considered to be well placed to the strategic network.

3.8 Fontwell Avenue is subject to a 40mph speed limit across the consented development frontage (albeit decreasing to a 30mph limit to the south), with solid white lining in place to prevent vehicles from overtaking.

3.9 Fontwell Avenue is supported by a continuous footway on the eastern side of the carriageway which connects to Arundel Road to the north and Barnham Road and Nyton Road to the south and also provides access to local facilities in Eastergate and Westergate. The footway on Fontwell Avenue is facilitated by dropped kerbs and tactile paving to support the safe crossing of pedestrians.

3.10 As part of the consented development (ref: BN/50/20/PL) a new ghost island right turn lane junction would be provided c. 50m to the south of the junction between Fontwell Avenue/Level Mare Lane. As part of the consent access works, the carriageway of Fontwell Avenue would be widened into the site by c.2.3m. Additionally, a 2m wide footway would be provided on the southern side of the consented development access. The footway would connect pedestrians to a formal crossing point which would be facilitated by a pedestrian refuge island, dropped kerbs and tactile paving. The provision of this crossing point ensures that pedestrians can safety cross Fontwell Avenue when accessing local amenities within Fontwell, Westergate and Eastergate.

Cycle Network

3.11 Although there are no dedicated cycle lanes on Fontwell Avenue or within the vicinity of the site, the flat topography of the road network promotes an attractive environment for cycling. As the local area is within a village environment, it is also naturally conducive to on-road cycling with the carriageway of Fontwell Avenue of sufficient width to allow vehicles to pass a cyclist safely.

3.12 In addition, the site is located circa 1km south of the Barham to Walberton cycle path. This is accessible on Arundel Road and provides connection to Lake Lane in Barnham which provides a short cycle to the train station and amenities within Barnham Village. Cycling to the train station and amenities in Barnham using this route has a journey time of circa 11 minutes (from the centre of the site) and provides an alternative route to that using the A29 and Barnham Road. The location of this route in regard to the site is shown in **Figure 3**.

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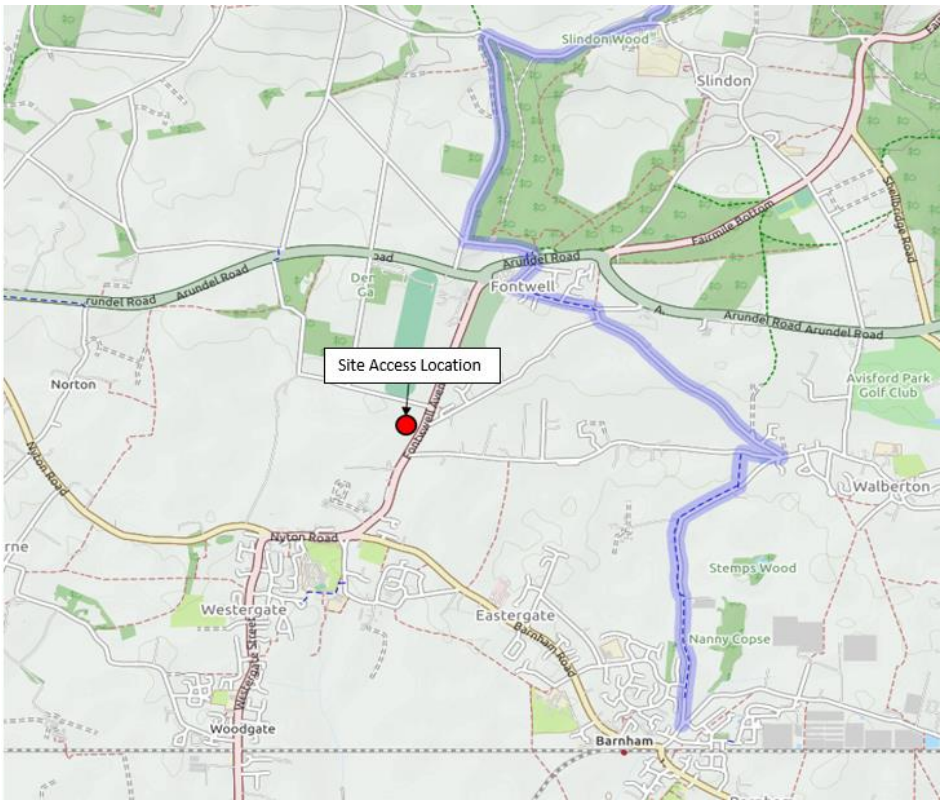

Figure 3: Walberton to Barnham Cycle Path

A29 Realignment Scheme

3.13 Within the West Sussex Transport Plan a scheme to redesign the A29 to accommodate for development allocated within ADC Local Plan is provided. A feasibility study was commissioned by WSCC to refine the design of the proposed A29 Realignment Scheme, with The Transport Business Case for this scheme submitted in October 2019 where subsequent funding was awarded for the delivery of Phase 1. Phase 1 of the scheme was approved in June 2021 (planning reference: WSCC/052/20) and where relevant documents submitted as part of this application have been utilised.

3.14 The A29 Realignment scheme will provide a new road to the east of Eastergate, Westergate and Woodgate Villages, with Phase 1 of the A29 realignment scheme accessible via a new roundabout on Fontwell Avenue (A29) circa 150m south of the site access secured through Phase 1 of this development. Phase 2 of the A29 Realignment scheme is located further South connecting onto Lidsey Road (A29).

3.15 The improvements made as part of the A29 Realignment Scheme will not only improve capacity on the wider highway network to support future growth, but the scheme will also improve existing pedestrian and cycle infrastructure. Along the new road a continuous footway/cycleway would be

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provided. The footway/cycleway along the A29 Realignment Scheme would provide connections over the West Coastway Rail Line for cyclists and pedestrians and would also provide connection to existing infrastructure and PROW routes.

3.16 The A29 Realignment scheme will also provide improved pedestrian and cycle connection into Barnham through the connection to be provided onto Barnham Road (B2233) as part of the scheme.

3.17 The proposed development would therefore significantly benefit from the A29 Realignment Scheme, with walking and cycling becoming even more attractive when accessing local amenities and services.

3.18 While it is noted that the main entrance (and access for all site pedestrians/cyclists) to the proposed development is located c.150m of the infrastructure proposed as part of the A29 Realignment scheme and thus there would be a 'gap' between the proposed development and the proposed footway/cycleway of the A29 realignment scheme. A contribution towards the realignment scheme was provided as part of the application for Phase 1 (WSCC/052/20) alongside the identification that a possible connection could be secured by WSCC in the future using this contribution. It should however be noted that the existing provision for cyclists and pedestrians on A29 Fontwell Avenue would provide connection to this link within a 2 minute walk or less than a minute cycle.

Bus Services

3.19 The nearest bus stops to the site are located on Fontwell Avenue, travelling in an east and west direction. The bus stops (Level Mare Lane stops) are located approximately 160m to the northeast of the site access and are accessible within a short walk of the site (a 3.5 minute walk from the centre of the development). The bus stop travelling in an easterly direction is characterised by a flagpole. There is also a bus stop located approximately 805m (10 minute walk) to the southwest of the site that is serviced on a more frequent basis by the 66A and 66C Compass Travel bus services. **Table 3** shows the details of services available from local bus stops.

Service	Provider	Route	Timetable		
			Monday – Friday	Saturday	Sunday
85	Compass Travel	Arundel – Fontwell – Chichester	07:13, 12:13, 16:13 (towards Chichester) and 09:24, 11:12, 15:19 (towards Arundel)	N/A	N/A
66A	Compass Travel	Bognor Regis – Yapton – Bognor Regis	07:24, 10:34, 14:57, 17:56 (East bound) and 07:52, 11:03, 15:29 (West bound)	10:34, 14:57, 17:56	N/A
66C	Compass Travel	Bognor Regis – Yapton – Bognor Regis	08:34, 12:53, 16:51	08:34, 12:53, 16:51	N/A

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Table 3: Local Bus Services

3.20 **Table 3** demonstrates that the site benefits from a regular bus service which provides access to key local destinations. Journey times on the 85 bus service to Chichester are approximately 15 minutes including a stop at St Richards Hospital. Journey times on the 66A bus service to Yapton is c. 5 minutes, to Walberton c.17 minutes and to Bognor Regis c.15 minutes.

Rail Services

3.21 Barnham Railway Station is located approximately 2.7km from the site and is a c.11 minute cycle journey using the A29 and Barnham Road. Station facilities include bicycle parking with 62 spaces, ticket office and machines, toilets, refreshment facilities and waiting rooms. Direct destinations from Barnham Railway Station include Southampton Central (1h), London Victoria (1h 30m), Brighton (45m), Portsmouth & Southsea (35m), Bognor Regis (7m) and Littlehampton (10m).

Key Travel Resources

3.22 Sustainable travel opportunities are supported locally. **Table 4** provides a summary of key travel resources.

Resource	Description	Details
Sustrans	The national sustainable transport charity	www.sustrans.org.uk
Traveline	Online travel journey planner	www.traveline.info
Cycle Street	Online cycling journey planner	www.cyclestreets.co.uk
Living Streets	National organisation for supporting pedestrians	www.livingstreets.org.uk
West Sussex Car share (LiftShare)	Car sharing platform	www.westsussexcarshare.com

Table 4: Key Travel Resources

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4. DEVELOPMENT PROPOSALS

4.1 The site proposes the development of land to the west of the existing 42 unit scheme (BN/50/20/PL) to provide up to an additional 69 residential units. It is proposed that of the 69 units, 63 units would be accessed from Fontwell Avenue via the right turn lane consented as part of the consented development to the east. The remaining 6 units would be access via a dropped kerb arrangement onto Level Mare Lane.

4.2 The site would provide a mixture of affordable and open market housing with the final accommodation schedule confirmed at the Reserved Matters stage. The site layout attached as Appendix A.

Access Arrangements

4.3 The proposed development will be accessed via a connection into the eastern development. This would provide connection to 67 units of the development. The connection between both developments would form a bellmouth arrangement adjacent to Plot 21 of the consented development. The access would measure 6m wide with kerb radii of 9m.

4.4 The main entrance into the site would be maintained onto Fontwell Road via the consented ghost island right turn lane junction. The geometries of this junction are sufficient to accommodate traffic generated by the proposed development.

4.5 Access into six residential units is proposed onto Level Mare Lane to the north. This access would form a dropped kerb arrangement in the existing gate access location. The dropped kerb arrangement would measure 4.5m wide.

4.6 For further details on the site's proposed access arrangements, see Section 4 of the TS.

Pedestrian Access

4.7 Pedestrians will access the site via the vehicular connection adjacent to Plot 21 of the consented development. This bellmouth arrangement will be accompanied by a footway on the northern side connecting the site with the existing internal pedestrian network of the consented development.

4.8 An additional pedestrian access is proposed at the Level Mare Lane access. Unlike the vehicular access, pedestrians well be able to navigate the whole site via a footway connecting the units accessed off Level Mare Lane and the rest of the development.

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4.9 The main pedestrian access to the site will be located at the access of the consented development Fontwell Avenue. This consists of a 2m wide footway on the southern side of the access. The footway would connect pedestrians to a formal crossing point which would be facilitated by a pedestrian refuge island, dropped kerbs and tactile paving.

Car Parking

4.10 Car parking on site will be provided in accordance with the standards set out in Arun District Council's Parking Standards. Parking numbers will be confirmed at the Reserved Matters stage. The indicative layout indicates that parking can be provided broadly in accordance with the standards when utilising the 10% variation that the standards allow for.

4.11 Electric Vehicle charging will also be provided in accordance with Arun District Council's parking standards and confirmed at the appropriate reserved matters stage.

Cycle Parking Provisions

4.12 To assist in encouraging the use of sustainable modes of transport cycle parking will be provided and again this would be confirmed at the reserved matters stage.

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5. INDICATIVE BASELINE AND TARGET TRAVEL PATTERNS

5.1 In order to establish the modal split of trips generated by the site 2011 Census 'Journey to Work' data has been used. The 'Arun 003' Mid Super Output Area (MSOA) is considered to be the most representative of the proposed development. This includes the proposed site, the consented development and its immediate surroundings. The modal split estimated to be generated by the site is outlined in **Table 5**.

Mode of travel	Percentage
Single occupancy vehicle	70%
Passenger in vehicle	4%
On foot	6%
Bicycle	2%
Public transport	8%
Motorcycle, scooter or moped	1%
Work mainly at or from home	8%
Other (inc. taxi)	1%
Total	100%

Table 5: 2011 Census Data 'Journey to Work'

5.2 **Table 5** indicates that 70% of all commuter trips are undertaken through private vehicle without passengers, whilst only 4% of trips are undertaken as a passenger in a vehicle. The data indicates that the most favourable sustainable modes for the development are likely to be walking and using public transport, with around 6% anticipated to walk and 8% anticipated to use public transport.

5.3 The 'Journey to Work' Census data output is attached as **Appendix B**.

Targets

5.4 As part of this TP SMART (Specific, Measurable, Achievable, Realistic and Time-Bound) targets are proposed to be met over a five-year period (following 100% occupation). These targets inform the measures and monitoring strategy as well as the TP Action Plan. Overall, a 10% modal shift in travel choice away from single occupancy car trips is sought through the implementation of the TP. The indicative modal split targets are shown in **Table 6**.

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Target	Objective	Baseline modal share	Target	End of Year 5 Modal share target
TP1	Decrease single occupancy vehicle trips	70%	-10%	60%
TP2	Increase the number of residents travelling by public transport	8%	+4%	12%
TP3	Increase the number of residents walking and cycling to and from the site	8%	+2%	10%
TP4	Increase the number of vehicle trips with passengers	4%	+4%	8%

Table 6: Interim Modal Share Targets Based on Census Data

5.5 The interim targets identified in **Table 6** are based on the targets identified in the Travel Plan associated with the consented development to the east of the site. Given that the site's location does not have any formalised cycle routes in its vicinity, it is considered realistic and achievable to predict a 2% increase in the number of residents at the proposed development walking to work instead. However, where possible residents would still be encouraged to cycle to work, given the flat topography of the carriageways in the surrounding area. Cycling as part of a multi-modal trip to Barnham Station may also be popular with future residents, supported by the proposed cycle route along the northern section of the A29 realignment.

5.6 A 4% target increase has also been allocated to public transport and car sharing. The proposed site is accessible to a frequent bus service and given that the percentage modal split for public transport is currently at 8%, then it is realistic to achieve a target of a 4% increase with the integration of a TP. It is also considered achievable for a 4% increase in vehicle trips made with passengers as it is likely that most of the dwellings will have one or two cars on site.

5.7 The 'actual' baseline modal shares and targets of the TP would be confirmed through a residential travel survey at 100% occupation. The survey would help to establish accurate site-specific baseline travel patterns for the development, which are anticipated to be similar to those outlined in **Table 6**.

5.8 Once the 'actual' baseline has been established, the Travel Plan Coordinator (TPC) should discuss the acceptability of the interim mode share targets presented in Table 6 with the Travel Plan Officer (TPO). Details of the sites monitoring strategy are outlined in **Section 6**.

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6. TRAVEL PLAN STRATEGY

6.1 The following section proposes a package of measures to be adopted and refined by the TPC throughout the lifetime of the TP. The measures proposed are strongly influenced by the site location, the TP objectives and targets and local and national policy. The measures chosen could also be continued by local residents beyond the monitoring period.

Key Stages: Preliminary

6.2 To meet the aims and objectives of this FTP a number of measures are essential to be completed at an early stage. Completing these tasks would help to embed the TP within the development and the local community. Prior to first occupation the TPC should complete all preliminary tasks identified in the Action Plan.

6.3 The developer would be required to appoint a TPC at least three months prior to first occupation, whose details would be given to WSCC's Travel Plan Officer (TPO). The TPC would then prepare a database for holding important contact details (residents, TPO, forums etc.) alongside liaison with other local TPC's. Through this stage there should be ongoing dialogue between the TPC, the developer and WSCC's TPO.

6.4 It is proposed that a residential travel survey would be completed at 100% occupation to ensure baseline travel patterns are captured. Recording survey responses at this point allows TP targets to be revised if necessary.

Key Stages: 5 Years Following 100% occupation

6.5 The TP would become fully active following 100% occupation and would remain active for a period of five years from this date. The ultimate aim of the TP is for residents to take over the day to day implementation of the TP and for it to become firmly embedded within the local community once the official monitoring period is finished.

6.6 After 100% occupation, residents would be supported to travel sustainably through regular newsletters, leaflet drops and the Travel Plan website to encourage travel behaviour changes.

6.7 During the lifetime of the TP the Action Plan agreed with WSCC at the preliminary stage would be expanded upon through the implementation of a variety of measures. These measures would be determined through liaison with the residents, the developer, TPO, local TPC's and other key players.

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Financial Incentive: Travel Gift

6.8 To further encourage a sustainable development, it is proposed that travel vouchers worth £150 will be provided to the first occupants of each unit. Residents would be able to choose from a cycle, bus or WSCC cycle training voucher. The terms of the voucher would be negotiated by the TPC through liaison with local bus companies, WSCC's cycle training team and cycle shops. The voucher would be valid for a period of 6 months to encourage cycle/bus use from the outset, with terms and conditions clearly stated on the voucher. Provision of this incentive would be entitled by the completion of a resident's travel survey in the form of a questionnaire.

Modal Measures: Walking and Cycling

6.9 The site is in close proximity to facilities within Fontwell, Westergate, Eastergate and Barnham which suggests that walking and cycling are likely to be attractive modes of transport for residents for short journeys. The pedestrian improvements along Fontwell Avenue as part of the consented scheme will further connect residents to local amenities within Fontwell, Westergate and Eastergate.

6.10 Although at present there are no cycle routes within the vicinity of the site, the local area is within a village environment and is therefore naturally conducive to on-road cycling with the carriageway of Fontwell Avenue sufficient to allow vehicles to pass a cyclist safely. Further pedestrian and cycle lane improvements are proposed as part of the BEW allocation and the A29 realignment which includes a new footway/cycleway. This Scheme would provide connections over the West Coastway Rail Line for cyclists and pedestrians and would also provide connection to existing infrastructure and PROW routes. The A29 Realignment scheme will also provide improved pedestrian and cycle connection into Barnham through the connection proposed onto Barnham Road (B2233) as part of the scheme.

6.11 As the site will be in close proximity to a good pedestrian network this would help to encourage shorter journeys to be undertaken by foot or cycle.

6.12 The TPC would encourage the use of local walking and cycling amenities through promoting national cycling and walking campaigns and events e.g. Walk to Work Day. To further encourage walking and cycling the TPC would seek to secure discounts at local stores, with information on local walking routes provided as part of the resident TP Welcome Pack. Particular emphasis would be given to walking routes/public footpaths within the vicinity of the site to highlight opportunities available other than private vehicle travel.

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Modal Measures: Public Transport

6.13 The site benefits from regular bus services travelling to local facilities as well as further afield. The nearest bus stops are accessible within a 4 minute walk (from the centre of the development). There is also another bus stop located approximately 800m to the south of the site (accessible in a 10 minute walk). Local bus services provide an opportunity to connect residents to Chichester, Arundel and Bognor Regis, where a wider array of services and amenities are accessible.

6.14 In addition, Barnham Railway Station is located approximately 2.7km from the site and is a c.11 minute cycle journey. The station incorporates a number of departures to destinations on a local and regional scale, presenting another opportunity for residents to travel sustainably.

6.15 The TPC would seek to raise awareness of the local bus and rail services by providing information on bus times and services. The TPC would also maintain a dialogue with local public transport operators, seeking development discounts and promotions where appropriate.

Modal Measures: Car Sharing

6.16 On occasions where car use is unavoidable the TPC would seek to promote car sharing through the use of websites such as www.westsussexcarshare.com. Promoting sustainable driving practices such as car sharing helps to reduce pollution and congestion. The Lift Share website provides information about car sharing and helps members to find potential car sharing partners.

6.17 The TPC would also provide residents with information of fuel efficient practices and the benefits of car sharing. Through the TP, the TPC would explore opportunities of setting up a development based car sharing network if the demand exists, given that the starting destination would be the same for residents.

6.18 The TPC would also seek to provide information on electric and hybrid vehicles, promote the electric vehicle charging locations on-site and those available in the wider area.

Local Area and Other Site Users

6.19 The TP should not develop in isolation from the local community and therefore the TPC would seek to maximise liaison and communication between local resident groups and community groups and in particularly the TPC for the site to the east. The TPC would also promote local facilities and encourage the promotion of sustainable travel options to visitors and work alongside other local TPCs.

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Visitors

6.20 TPs should also encourage and extend sustainable travel opportunities to any visitors travelling to and from the site. Residents' own positive sustainable travel experiences should have a knock-on effect to visitors. Visitors would also have access to the TP website, similarly to local residents and will be able to make an informed decision on how they travel to and from the site area.

Communication and Marketing

6.21 The TPC would provide residents with a site-specific website, for example Paul Basham Associates Travel Planning Website (www.tpc-paulbashamassociates.com), which would provide information on site accessibility and sustainable travel options. It could also provide information on and promote the following, which could be maintained by local residents in the long term:

- Introduction to the TP;
- Accessibility map;
- Walking, cycling and public transport links and journey planners;
- Key travel links such as journey planners;
- TP newsletters (annual);
- TP Welcome Pack;
- TP survey results; and
- Local news/advertisement/discounts.

6.22 The website would also provide residents with the opportunity to request journey planning help via email.

6.23 The creation of a recognisable and identifiable TP logo would be completed by the TPC. This would be used on all the TP material and used within the coordinated marketing campaign meetings and communication forms listed below:

- TP Welcome Pack;
- Newsletter (annual);
- Posters; and
- Social media pages.

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Indicative Action Plan

6.24 To accompany this TP an indicative Action Plan has been developed which sets out the measures to be implemented by the TPC. The measures have been split into modes of travel and include the preliminary measures that would need to be undertaken by the TPC. Before the start of the TP the TPC would seek to approve the Action Plan with WSCC's TPO, reviewing and revising measures as appropriate. The proposed Action Plan is demonstrated in **Table 7**.

	Action	Responsibility	Timescale
Preliminary	Travel Plan Coordinator (TPC) to be instructed and confirmed with WSCC.	Developer/TPC	Prior to occupation
	Relevant TP logo and identity established.	TPC	Prior to occupation
	Contact WSCC's TPO for information on local travel events and confirm Action Plan.		
	TPC to seek contact with local bus operators and cycle stores to arrange discounts/travel gift.		
	Confirm communication strategy including attendance at resident meetings, newsletters and webpage.		
	Prepare TP database for logging and recording household details, local key players and survey responses.		
	Prepare and distribute TP Welcome Packs to site sales team		Prior to occupation
	Liaise with sale representatives to introduce TP and the incentives available.		
Walking/Cycling	Negotiate 'travel gift' incentive with local cycle store.	TPC	Ongoing
	Provide residents with information on local walking and cycling routes, adding further information and photographs.		
	Publicise local and national events and campaigns such as Walk to Work Week, Bike Week, Sustrans Big Cycle and Walk Challenge.		
Public Transport	Liaise with local bus operators for site discounts/incentives.	TPC	Ongoing
	Provide information on the local bus and rail networks by publicising maps and timetables. Adding further information and photograph contributions from residents.		
	Prepare a cost comparison table for public transport versus single car travel.		
Car Sharing	Promote the benefits of car sharing.	TPC	Ongoing
	Promote car sharing websites such as Lift Share.		
	Provide information on fuel efficient and sustainable driving practices.		
Home/Remote Working	Promote smarter working technologies.	TPC	Ongoing
	Explore measures and targets for other modes if/when they become relevant.		
	Gathering case studies of residents who work from home.		
Visitors and other site users	Promotion of local facilities through the development of community leaflets/posters providing information, maps and photographs.	TPC	Ongoing
	Liaise with other TPCs.		
	Encourage the promotion of sustainable travel options available to visitors.		
Communication and Marketing	Update TP webpage at frequent intervals.	TPC	Ongoing
	Prepare bi-annual newsletters updating residents on local travel news and any discounts/promotions.		
	Provide social media updates at regular intervals.		

Table 7: Indicative Action Plan

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7. IMPLEMENTATION AND MONITORING

The Travel Plan Coordinator (TPC)

7.1 The role of the TPC would be part-time over the course of the TP, with mutual support from the developer. The TPC would be operated by an external consultant on a part time basis and would be responsible for implementing and monitoring the TP through the collaboration with residents and the local community ensuring that they are included at every stage.

7.2 More specifically, the role of the TPC requires:

- Overseeing the development of the TP;
- Implementing an effective marketing strategy and raising awareness;
- Staying informed on local, regional and national campaigns and promotions;
- Acting as the point of call for all TP related queries;
- Liaising with WSCC, residents and the applicant; and
- Coordinating the monitoring and evaluation of the TP including the organisation of surveys.

Surveys and Feedback

7.3 The TPC would undertake a consistent monitoring approach for the implementation of the TP, with the following aims in mind:

- Ensuring that surveys are undertaken at defined intervals;
- Ensuring that all are informed of the TP's aims and objectives including the WSCC TPO, residents and the applicant;
- That the TP is being adopted, at least in part by residents beyond the life of the monitoring period; and
- Resident fatigue is avoided by securing time-efficient, user friendly and incentivised methods of data collection which benefits and supports subsequent TP implementation.

7.4 With the above in mind the proposed monitoring approach of this TP is outlined in **Table 8**.

Preliminary	End of year 1	End of year 2	End of year 3	End of year 4	End of year 5
Baseline resident survey at 100% occupation	Resident survey	Resident survey	Resident survey	Resident survey	Resident survey

Table 8: TP Monitoring Strategy

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7.5 At 100% occupation a baseline resident survey would be conducted to identify site-specific travel patterns. This provides an opportunity to review the TP targets and to update these if applicable and in agreement with the WSCC TPO. Following one year after 100% occupation resident surveys would be undertaken annually until the end of year five, to confirm the development's modal shares on an annual basis. By undertaking these surveys, it would allow the TPC to ensure that the measures proposed by the TP remain relevant and achievable. An example of a resident's survey is attached as Appendix C.

7.6 WSCC typically suggest that TRICS SAM/ATC surveys are undertaken to monitor development sites, given the quantum of development and the link between this site and the site to the east, it is considered that providing annual questionnaire surveys would be a more appropriate method of data collection in this instance.

7.7 The results of the surveys would be made available to residents on the site's dedicated TP website (set up by the TPC) and would also be included within TP newsletters.

7.8 After each survey has been completed a monitoring/progress report would be produced and submitted to WSCC within 3 months of the survey taking place. A suitable response rate for the surveys would be agreed with WSCC's TPO for each year. The report would include information on the following:

- Survey results;
- Review of targets and position to achieve targets;
- Summary of measures implemented during the year; and
- Evidence of communication and marketing.

Overcoming Barriers to Success

7.9 Should the annual progress review identify shortfalls in the TP's progress (with consideration to any unforeseen circumstances beyond the control of the TPC) the TPC would work with the TPO to identify possible areas for improvement, new measures to try and the period in which such remedial actions should be completed. The evolution of the TP would highlight any aspects that were successful as well as those having little impact and this would guide the choice in any remedial measures.

7.10 Whilst specific remedial measures have not been identified within the TP, such remedial measures would be identified through discussions with WSCC's TPO. The budget for implementing the Travel Plan Coordination works would be sufficient to ensure that remedial measures could be implemented.

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Such as if one measure is not working in year one, there would be budget in year two to rectify this and change to new measures if needed.

Community Handover

7.11 Following the completion of the TP, the site should be operating in a sustainable manner with the promotion of sustainable travel methods embedded in the community's practices. The handover strategy should form a key subject in annual liaison with WSCC's TPO as the TP draws to an end. As normal, and through the liaison with WSCC's TPO, it is expected that the TP would last for five years. Through the implementation of newsletters, social media updates and a welcome pack, local residents should have the necessary tools and experience to continue the TP on a voluntary basis.

Plan Costs and Fees

7.12 In line with WSCC's Travel Plan Policy SPD an auditing fee would be payable to WSCC to monitor the site over a period of five years.

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8. SUMMARY AND CONCLUSIONS

8.1 This Travel Plan has been prepared by Paul Basham Associates to support *outline application for up to 69 dwellings with access parking, landscaping and associated works. All matters reserved apart from access* at Land at Bayards, Eastergate. The site would be located directly to the west of the consented 42 unit residential development at Land West of Fontwell Avenue, Fontwell. The principle identified for the Travel Plan of the neighbouring site have been considered and provided where applicable within this FTP.

8.2 A Travel Plan is a strategy that supports national and local policies by supporting an increase in sustainable travel modes and the accessibility of developments. A Travel Plan is an evolving process which requires monitoring and input from the Travel Plan Coordinator, residents, the developer and West Sussex County Council to ensure that targets remain relevant and achievable.

8.3 The Travel Plan's primary aim is to encourage sustainable development by promoting more sustainable travel practices and decreasing the number of single occupancy vehicle trips.

8.4 This Travel Plan has proposed indicative Travel Plan targets. These targets and measures would be reviewed, revised and agreed with West Sussex County Council's Travel Plan Officer before the start of the Travel Plan. A baseline resident survey would be undertaken at 100% occupation to establish baseline modal splits. Following this, resident surveys would be completed on an annual basis in order to monitor the progress of the Travel Plan. The overall aim of the Travel Plan would be to secure a more sustainable travel choice of 10% modal shift over the course of five years.

8.5 In order to meet the key objectives of the Travel Plan a number of measures would be implemented by the Travel Plan Coordinator at an early stage. These measures primarily focus on the establishment of the Travel Plan within the community, and their establishment at an early stage should also help achieve Travel Plan targets in the long term.

8.6 To encourage the uptake of sustainable travel modes, each unit would be able to claim a £150 travel voucher towards a cycle/cyclic equipment, cycle training sessions or a bus pass. The voucher would be offered one her household and would be coordinated by the TPC.

8.7 The Travel Plan Coordinator would oversee the implementation of all aspects of the Travel Plan and would work alongside West Sussex County Council, residents and the applicant to ensure that accurate and achievable targets are proposed. Survey results would be used to guide the Travel Plan,

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to ensure that targets and measures remain relevant and that the Travel Plan becomes increasingly integrated into the local community.

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Appendix A

Level Mare Lane
Existing Trees
LEAP 400Sqm
LAP 200Sqm
A29
Approved Planning Scheme
Wandleys Lane
Fontwell Avenue

Appendix B

QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - middle layer
area name	E02006544 : Arun 003
rural urban	Total

Method of Travel to Work	2011	Total (excluding unemployed)
All categories: Method of tra	7,188	5,012
Work mainly at or from hom	426	8%
Underground, metro, light ra	4	0%
Train	396	8%
Bus, minibus or coach	26	0%
Taxi	5	0%
Motorcycle, scooter or mope	37	1%
Driving a car or van	3,487	70%
Passenger in a car or van	206	4%
Bicycle	111	2%
On foot	282	6%
Other method of travel to wo	32	1%
Not in employment	2,176	

In order to protect against disclosure of personal information, records have been swapped between differ

ent geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix C

Thank you for taking the time to complete our annual travel survey. This will help us understand your travel needs.
Don't forget to fill out your details at the end!
You can send your completed survey via:

- **Post using the pre-paid envelope:** Paul Basham Associates, Lancaster Court, 8 Barnes Wallis Rd, Fareham, PO15 5TU
- Or you can fill this out via **Survey Monkey** on https://www.surveymonkey.com/s/xxxxxxx
- **Email:** travelplan@paulbashamassociates.com

SITE NAME

Hello SITE NAME resident! This survey will only take a few minutes and will help us understand a little more about your journeys and your local travel. Thank you for your time!

1. What is your main mode of travel? (Please choose 1)
   - ☐ Car Alone
   - ☐ Car Share
   - ☐ Walk
   - ☐ Cycle
   - ☐ Public Transport
   - ☐ Other (please specify_____)

2. How often do you use another form of transport?
   - ☐ Never
   - ☐ Very rarely/sometimes
   - ☐ Once a month
   - ☐ Once a fortnight
   - ☐ Once a week

3. If you were to change your mode of travel what mode would it most likely be:
   - ☐ Cycle
   - ☐ Walk
   - ☐ Train
   - ☐ Bus
   - ☐ Car Share
   - ☐ Other please specify

   _____

4. What is your most frequent journey for?
   - ☐ Work/Education
   - ☐ Leisure/Retail
   - ☐ Health (doctors/hospital)
   - ☐ Visiting friends/family
   - ☐ Other

5. How far do you usually travel for your most frequent journey?
   - ☐ 0-10 Miles
   - ☐ 11-20 Miles
   - ☐ 21-30 Miles
   - ☐ 31-40 Miles
   - ☐ 41 Miles Plus

6. How long does your most frequent journey usually take?
   - ☐ 0-10 Minutes
   - ☐ 11-20 Minutes
   - ☐ 21-30 Minutes
   - ☐ 31-45 Minutes
   - ☐ 46-60 Minutes
   - ☐ Over 1 hour

7. To which location do you travel the most regularly?
   - ☐ XXX
   - ☐ XXX
   - ☐ XXX
   - ☐ XXX
   - ☐ XXX
   - ☐ Other please specify

   _____

8. Have you claimed your FREE travel gift? (£XX bus pass or £XX Cycle voucher)
   - ☐ Yes (Please go to question 10)
   - ☐ No (Please complete next question)

9. I would like to claim:
   - ☐ £XX Bus Pass
   - ☐ £XX Cycle voucher

10. If you answered 'YES' to question 8, did this voucher change your travel habits, if so how?:

11. Is there anything else you would like to tell us about travel in your local area?:

In order for us to process your voucher request, we require the following information. Please note that this information can be deleted at any time.

Name:_____

House/Flat number: _____

Street Name:_____

Postcode:_____

Email Address:_____

INSERT DEVELOPER LOGO

reside.

Report Presented by:

Paul Basham Associates

[redacted]

paulbasham associates

Reside Developments Ltd

[redacted]

T: [redacted]