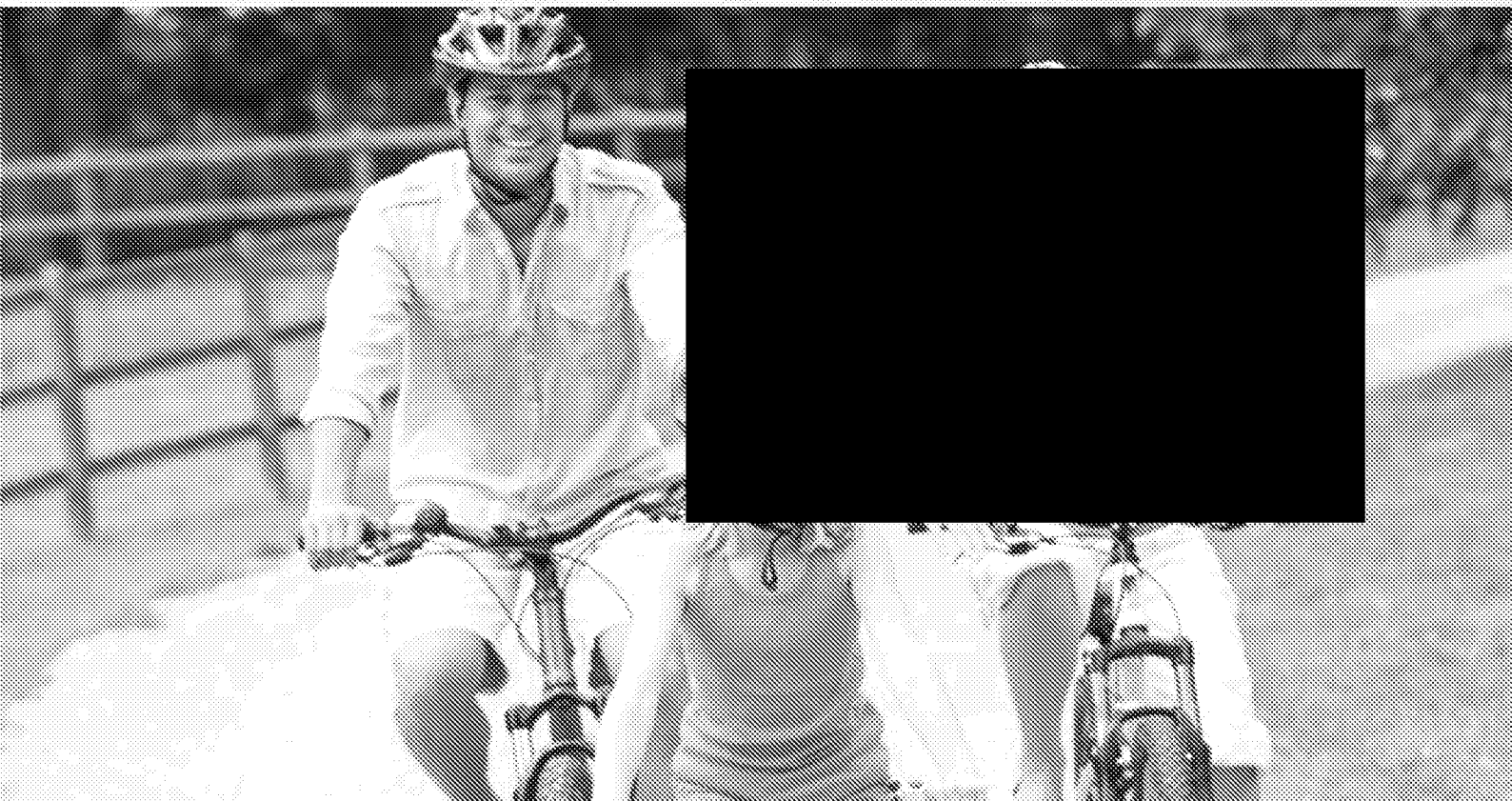




Cala Homes South Home Counties

LAND EAST OF WESTERGATE

Framework Travel Plan





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Framework Travel Plan

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1 INTRODUCTION

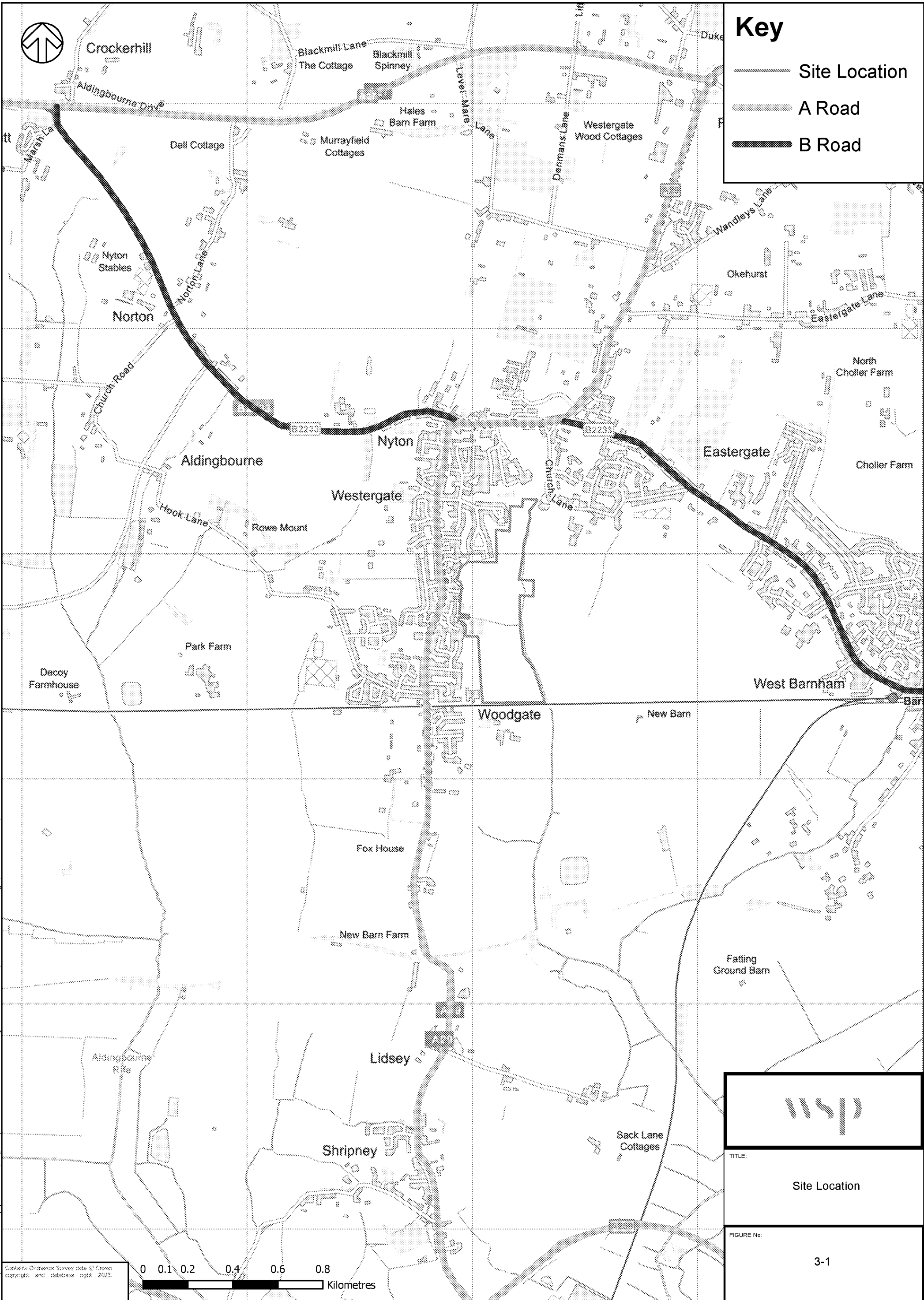
1.1 PREAMBLE

- 1.1.1. WSP has been commissioned by Cala Homes to provide transportation advice in support of the delivery of a residential-led development at the Land East of Westergate (the 'Site').
- 1.1.2. The site is located on land to the east of the A29 Westergate Street, accessed via a new traffic signal junction at Meadow Way / Pine Close. The proposed development will provide a total of 400 dwellings with associated car parking. As illustrated in Figure 1-1, the site is bordered by existing residential development to the west and by agricultural land to the east and forms part of the Barnham / Eastergate / Westergate (BEW) strategic development site. Proposals for the BEW strategic development include the realignment of the A29 to the east of the Cala Homes site to bypass the existing railway level crossing at Woodgate and provide a grade separated crossing to eliminate vehicle queues associated with the level crossing. The realignment of the A29 will run from the existing A29 to the north of Eastergate and connect to the existing alignment to the south of the railway. The realigned A29 will connect with the Cala Homes site and existing A29 alignment, via an East-West Link Road.
- 1.1.3. This Travel Plan relates is specifically designed to promote a variety of transport options for residents and visitors. The focus is on minimising any perceived reliance on single occupant car journeys by maximising awareness of sustainable forms of transport and supporting their use.
- 1.1.4. A Travel Plan is a long-term management approach and investment programme to encourage travel by sustainable transport options and reduce people's reliance on the private car. This involves looking at how a development is planned to function, the travel issues and opportunities apparent, and then introducing a package of measures aimed at promoting sustainable travel. A Travel Plan should be a living document which is reviewed on a regular basis and modified if progress toward desired outcomes is not being achieved.
- 1.1.5. This document has been prepared in accordance with the National Planning Policy Framework, updated in 2021. Paragraph 113 states 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."

1.2 SITE CONTEXT

- 1.2.1. The location of the Site is shown in Figure 1-1 below.



- 1.2.2. The site is currently a greenfield site. There are various existing agricultural accesses onto the Site from the highway network, along with several Non-Motorised User accesses at the location of Public Rights of Ways and permissive paths that run through the Site.

1.3 TRAVEL PLAN OVERVIEW

- 1.3.1. This Travel Plan has been prepared to complement the transport strategy submitted in support of the Proposed Development, as set out within the Transport Assessment (TA). It captures current transport and mobility provision around the Site as well as the provision that will be available post-development.
- 1.3.2. These opportunities will be taken as the basis for detailed Full Travel Plan at the reserved matters stage of the planning process.
- 1.3.3. A travel plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys. A travel plan should establish a structured strategy with clear objectives and targets, supported by suitable policies and quality measures for implementation. Whilst the location of a development and its proximity to local amenities, facilities and services create underlying conditions to make sustainable travel choices a natural option amongst future users of this Site, it is acknowledged that communicating, incentivising and monitoring uptake of these opportunities is also critical to the success of any travel plan.
- 1.3.4. A travel plan should demonstrate a holistic approach by incorporating both the 'hard' engineering measures and the 'soft' marketing and management measures necessary to minimise use of motorised vehicular modes.
- 1.3.5. A travel plan is essentially a 'living' document requiring ongoing monitoring, review and revision to ensure it remains relevant to the development and those using the Site and provides continuous improvements for its duration. These aspirations and actions should be documented in a travel plan, the structure and content of which are dependent upon a range of factors including location, nature of development, the occupiers, and the end-users.

1.4 REPORT STRUCTURE

- 1.4.1. The remainder of this FTP has been structured as follows:
- ✧ Section 2: Policy Context;
 - ✧ Section 3: Existing Conditions;
 - ✧ Section 4: Travel Plan Vision, Objectives and Targets;
 - ✧ Section 5: Travel Plan Framework Strategy;
 - ✧ Section 6: Baseline Travel Demand;
 - ✧ Section 7: Proposed Measures;
 - ✧ Section 8: Monitoring and Review; and
 - ✧ Section 9: Summary and Conclusion.

2 POLICY CONTEXT

2.1 INTRODUCTION

- 2.1.1. This section summarises the relevant policies and best-practice guidance at a national, regional and local level that has been taken into account when preparing this FTP.

2.2 NATIONAL POLICY

NATIONAL PLANNING POLICY FRAMEWORK (2023)

- 2.2.1. Adopted in March 2012 and updated in September 2023, the National Planning Policy Framework (NPPF) embraces a presumption in favour of sustainable development. It seeks to reduce the complexity and improve the accessibility of the planning system, whilst protecting the environment and encouraging growth in a sustainable manner.
- 2.2.2. Regarding transport, the NPPF sets the aim of a transport system balanced in favour of sustainable transport modes to give people a real choice about how they travel. It also encourages solutions that support reductions in greenhouse gas emissions and reduce congestion.
- 2.2.3. The NPPF states that developments which generate significant amount of movement should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
- 2.2.4. In Section 9 of the NPPF, “*Promoting Sustainable Transport*”, Paragraph 104 highlights the transport issues that should be considered during the earliest stages of plan-making and development proposals, so that:
- ※ “*The potential impacts of development on transport networks can be addressed;*
 - ※ *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;*
 - ※ *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - ※ *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,*
 - ※ *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*”
- 2.2.5. Paragraph 105 relates to sustainable travel and states:
- “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.”*
- 2.2.6. Paragraph 110 outlines the requirements for development that should be considered during the assessment of development proposals stating that it should be ensured:

- ※ *“Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- ※ *Safe and suitable access to the Site can be achieved for all users;*
- ※ *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.*

2.2.7. Paragraph 112 states applications for development should:

- ※ *“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- ※ *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- ※ *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- ※ *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- ※ *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

2.2.8. Paragraph 113 requires that:

“...all developments that will generate significant amounts of movement should be required to provide a travel plan...”

2.2.9. With reference to paragraphs 104 – 106 of the NPPF, the Proposed Development would provide new dwellings that will benefit from access to a range of non-car modes of transport and key local facilities and amenities.

2.2.10. Whilst the internal layout of the Site will be subject to reserved matters applications, the Site layout will reflect current national guidance and will ensure that appropriate opportunities to promote sustainable transport modes have been taken up. It will also ensure that priority is given first to pedestrian and cycle movements and second to public transport users, in accordance with paragraphs 110 and 112 of the NPPF. This includes an integrated network of walking / cycling routes (outside of those running alongside the carriageway) and access to suitably located bus stops.

- 2.2.11. The demand for car travel will also sought to be reduced through the implementation of travel planning measures, incentivising sustainable modes of travel. A Travel Plan is hereby provided and it is anticipated that Full Travel Plans associated with land use (e.g. residential, school etc) will then be provided at the reserved matters stage – in accordance with paragraph 113 of the NPPF.
- 2.2.12. It is therefore considered that post-development, there will be an appropriate mix of uses across this area that will minimise the length of journeys required, particularly by car, amongst both existing and future residents in this area.
- 2.2.13. In line with paragraphs 107 – 108 of the NPPF, whilst the application is submitted in outline form with all matters reserved, car and cycle parking will be provided on-site in line with relevant local parking standards applicable for the area at that time. This will include the provision of electric vehicle charging infrastructure.

2.3 PLANNING PRACTICE GUIDANCE ‘TRAVEL PLANS, TRANSPORT ASSESSMENTS AND STATEMENTS, (DFT, 2014)

- 2.3.1. This government guidance outlines key considerations for the preparation of travel plans, transport assessments and transport statements. The guidance explains that the purpose of these documents is to assess and mitigate the negative transport impacts of development and to promote sustainable development.
- 2.3.2. The guidance notes that travel plans are *‘long long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)’*. It also notes that travel plans should not be used to unfairly penalise drivers and cut vehicular provision.
- 2.3.3. The guidance states that travel plans should evaluate and consider the following:
- ※ *“benchmark travel data including trip generation databases;*
 - ※ *Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;*
 - ※ *relevant information about existing travel habits in the surrounding area;*
 - ※ *proposals to reduce the need for travel to and from the site via all modes of transport; and*
 - ※ *provision of improved public transport services.*
 - ※ *parking strategy options (if appropriate – and having regard to national policy on parking standards and the need to avoid unfairly penalising motorists); and*
 - ※ *proposals to enhance the use of existing, new and improved public transport services and facilities for cycling and walking both by users of the development and by the wider community (including possible financial incentives)”*
- 2.3.4. It also states that travel plans should clearly set out what data is required, when it is required and establish a baseline for comparing progress towards targets

2.4 LOCAL POLICY

- 2.4.1. Transport policies within West Sussex County Council (WSCC) are set out within a suite of documents that sit under the framework of the West Sussex Transport Plan (WSTP). A selection of the key documents relevant to the WSTP (as set out therein) are listed below:

- ※ **WSCC Road Safety Framework (2016-2026)** - outlines WSCC’s vision for road safety.
- ※ **WSCC Bus Strategy (2018-2026)** - sets out WSCC’s aims and objectives for local bus and community transport in West Sussex.
- ※ **WSCC Cycling & Walking Strategy (2016-2026)** - sets out WSCC’s aims and objectives for active travel in West Sussex.
- ※ **WSCC Electric Vehicle Strategy (2019)** - sets out WSCC’s strategy to increase take up of electric and ultra-low emission vehicles: and,
- ※ **WSCC Rights of Way Management Plan 2018-2028** - sets out WSCC’s approach to managing the Public Rights of Way (PRoW) network.

2.4.2. A review of the WSTP itself is provided below. As and when the above documents are updated periodically, these will take into account the most up-to-date version of the WSTP.

WEST SUSSEX TRANSPORT PLAN (WSTP) 2022-2036, APRIL 2022

2.4.3. The West Sussex Transport Plan 2022-2036 (WSTP) was adopted by WSCC on 1st April 2022 and supports delivery of WSCC’s transport plan and priorities.

2.4.4. The overarching vision of the WSTP is (paragraph 3.1):

“A West Sussex transport network in 2036 that works for communities in the Coastal West Sussex, Gatwick Diamond and Rural West Sussex economic areas by helping to address the spatial economic challenges of the County, level up the coastal economy and provide access to employment and services countywide.

The transport network will be on a pathway to achieve net zero carbon emissions by 2050 through more local living, increased use of electric vehicles and reduced use of fossil-fuels. It will also be safer, more efficient and resilient overall with more walking, cycling and use of public or shared transport and less congestion on major routes that connect West Sussex towns with Gatwick Airport, London and nearby cities. The transport network will connect communities and allow residents to live healthy lifestyles with good access to the West Sussex coast and the protected South Downs, High Weald and Chichester Harbour.

Active travel modes, public or shared transport will be attractive options in built up areas and between towns, and rural communities will have access to the services they need.

Transport impacts such as air pollution, noise and rat-running on adjacent communities and the environment will be minimised to protect a quality of life that reflects the characteristics of the County.”

2.4.5. The WSTP sets out five ‘thematic’ and eight “area transport” strategies in order to achieve the vision. The thematic strategies comprise:

- ※ **Active Travel Strategy** - facilitating greater use of active travel modes (e.g. walking and cycling);
- ※ **Shared Transport Strategy** - facilitating a more efficient and customer focused bus network, using community transport and new mobility solutions where possible and viable;
- ※ **Rail Strategy** - identifying priorities that will help the rail network to perform a strategic role in the transport network;
- ※ **Access to Gatwick Airport Strategy** - supporting initiatives that will increase sustainable transport mode share;
- ※ **Road Network Strategy** - enabling increased use of electric vehicles and sustainable modes of transport. Improve the efficiency of the most strategically important local roads and provide facilities for active travel and shared transport services.

- 2.4.6. The Proposed Development is well aligned with the WSTP in respect to increasing sustainable travel behaviours, including active travel modes, and reducing reliance on the private motor car, particularly those fuelled by fossil fuels. There are a range of key local facilities and amenities available in the local area, which will be further enhanced by the amenities that will be provided on the BEW strategic site to minimise the number and length of journeys, amongst both future users of the Site.

ARUN LOCAL PLAN

- 2.4.7. Arun District Council adopted the Arun District Local Plan 2011-2031 in July 2018.
- 2.4.8. Section 15 states Arun's Local Plan strategic objectives for transport including reducing the need to travel and promote sustainable forms of transport, and contains the policies established to achieve these goals.
- 2.4.9. Policy H SP2c Barnham / Eastergate / Westergate has been established to ensure certain specifics are addressed in any planning proposal. The development must provide at least 2,300 dwellings, provide a new community hub, highly quality imaginative design layout for pedestrians, cyclists, equestrians and vehicles, access to local community, recreational and shopping facilities, jobs and accessible transport.
- 2.4.10. Policy T SP1 Transport and Development is established to ensure a reduction in congestion, provide safe access to the highway network and promote sustainable transport. This policy indicates that the Council will support development that reduces the need to travel by car, incorporates into the District's green infrastructure, contributes towards new road schemes and provides appropriate levels of car parking.
- 2.4.11. Policy T DM1 Sustainable Travel and Public Rights of Way is established to ensure developments have access to sustainable modes of transport. This policy indicates that development must be located within easy access of established public transport services, pedestrian and cycleway networks, make provision for cycling and pedestrian facilities, and contribute towards the provision of a joined-up cycle network and Public Rights of Way network.

2.5 BEW FRAMEWORK MASTERPLAN (REV P3) 2020

- 2.5.1. In November 2020 Arun District Council approved a Framework Masterplan for BEW strategic allocation. This Masterplan was produced to guide future planning applications on the site and demonstrates how the requirements in Policy H SP2c can be delivered. These requirements are stated to include the building of up to 4,300 new homes (2,300 within the Local Plan period), two primary schools and two local centres.
- 2.5.2. The Framework Masterplans seeks to promote sustainable modes of travel such as walking, cycling and use of public transport. The transport strategy will focus on encouraging a shift to active models of travel, with a view to facilitating access to an equitable, healthy and low carbon network.
- 2.5.3. The Framework Masterplan also notes that comprehensive Travel Plans will be prepared as part of future planning applications, including Travel Plans for new schools, residential dwellings and workplaces.
- 2.5.4. In relation to pedestrian and cycle connectivity the masterplan notes that routes will comprise a mix of on and off-street infrastructure, with segregated paths being provided north-south alongside the realigned A29 and between the existing A29 at Westergate and Barham station via an east-west link.

3 EXISTING CONDITIONS

3.1 SITE LOCATION AND EXISTING USE

- 3.1.1. The development is located to the southern part of Westergate, on the eastern side of A29 Westergate Street. The site is bounded by A29 Westergate Street, residential housing to the north and agricultural land to the east. The site location is near the junction of A29 Westergate Street and Meadow Way.
- 3.1.2. A29 Westergate Street is a classified A road and provides a link from Fontwell onto Bognor Regis to the south. The road has junctions evenly spaced along its length providing access to mainly residential developments and is single carriageway until just north of Bognor Regis. There are generally no parking restrictions along the road and there are instances of parking occurring in front of residential properties. In the vicinity of the site the A29 has a posted speed limit of 30mph and street lighting, although 75 metres to the south of the site access there is a 20mph school zone for Aldingbourne Primary School.
- 3.1.3. A29 Westergate Street has a level railway crossing to the south of Hook Lane approximately 550 metres from the site entrance. The level crossing provides a signal-controlled crossing for the West Coastway Railway line for services between Barnham and Chichester stations. The level crossing is a barrier protected crossing that contains manned controlled barriers operated via CCTV. In advance of a train approaching the level crossing, amber warning lights are displayed to vehicles followed by a red light reinforced with the lowering of barriers to halt vehicles at the crossing point. Vehicles are held on the red light / barrier until the train has cleared the level crossing, when the barriers are raised and the lights extinguished. Barrier closure times are variable and are based on predetermined safety clearance times.
- 3.1.4. Meadow Way is a local residential street providing access to approximately 79 dwellings. Meadow Way has no through route and has a narrow carriageway width. There are no parking restrictions along the road.
- 3.1.5. Pine Close is a residential cul-de-sac providing access to approximately 10 dwellings. Pine Close is a no through road but does provide access to the Footpath 297. There are no parking restrictions in place.
- 3.1.6. A29 Westergate Street / Meadow Way junction is a priority-controlled T-junction with line-marking. There are junction approach warning signs south along A29 Westergate Street. There are no parking restrictions at the junction. Pine Close forms a priority controlled junction with A29 Westergate Street with tactile paving to facilitate pedestrian movement. Pine Close is located immediately to the north of the proposed site access which serves access to a number of dwellings. Pine Close forms a priority controlled junction with A29 Westergate Street with tactile paving to facilitate pedestrian movement.

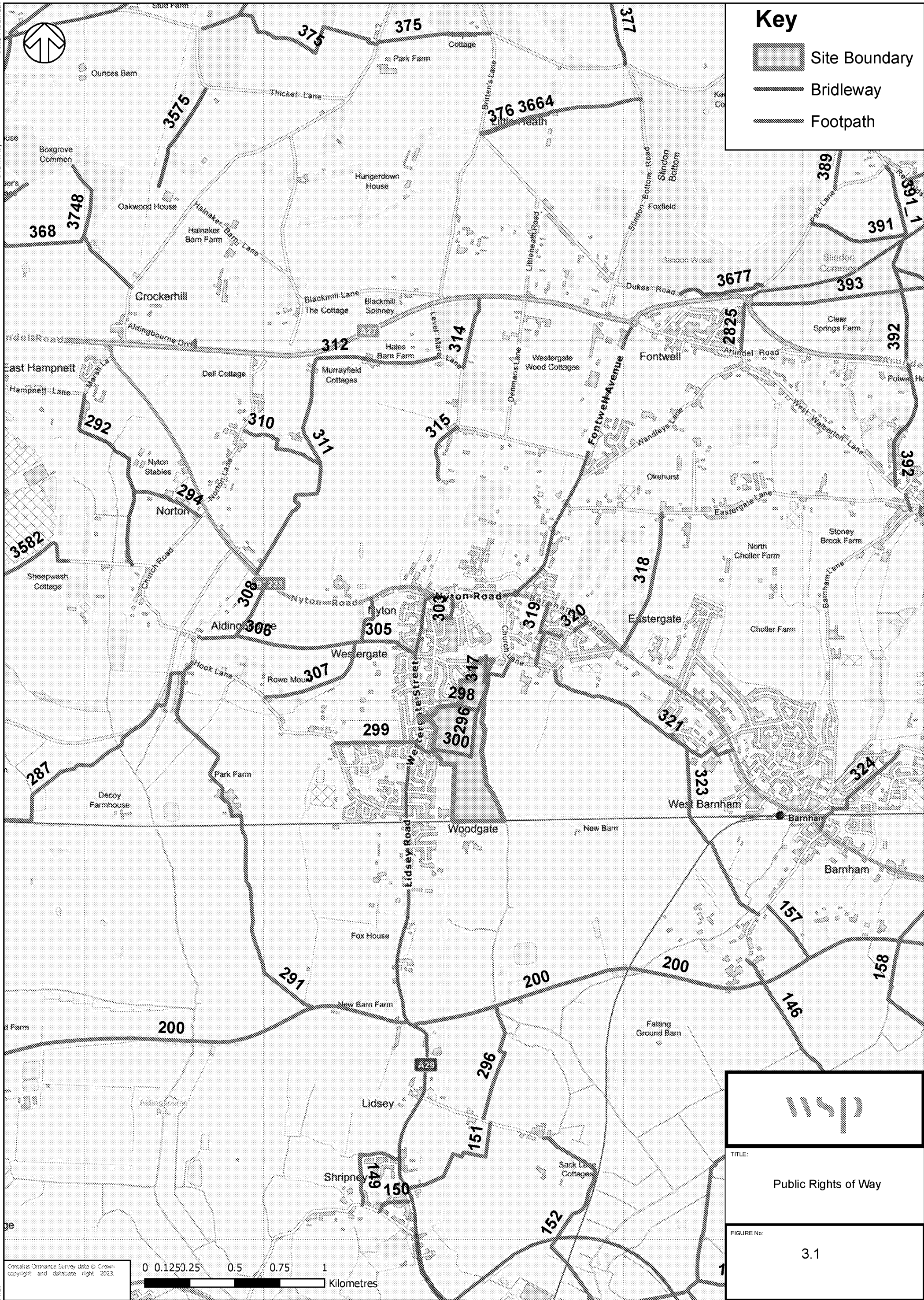
3.2 PEDESTRIAN NETWORK

- 3.2.1. A29 Westergate Street has footways on both sides of the road. These footways extend north and south along the length of A29 Westergate Street providing a link to Aldingbourne tennis club, Aldingbourne Primary School and Aldingbourne Village Stores.
- 3.2.2. There is a pedestrian refuge island allowing for the crossing of A29 Westergate Street 120 metres to the south of the access point and there is a signalised pedestrian crossing allowing for controlled crossing of A29 Westergate Street approximately 400 metres to the north of the access point. There

is also a signalised crossing located approximately 280m to the south of the site access, providing a safe connection to Aldingbourne Primary School.

- 3.2.3. The existing Public Rights of Way (PRoW) network in the vicinity of the proposed development is shown in Figure 3-1. A number of footpaths route through the site providing connections to the north and west. These include:
- ※ Footpath 297: routes from the A29 Westergate Street, along Pine Close and connects into St Richards Road thereby providing a connection towards Westergate village centre, Aldingbourne Community Sports Centre, Ormiston Academy Six Villages Academy and Six Villages Sports Centre and Eastergate Church of England Primary School;
 - ※ Footpath 298: provides a continuation of Footpath 297 on an east-west alignment connecting on Footpath 296;
 - ※ Footpath 300: routes from A29 Westergate Street and along Elmcroft Place and through the site on an east-west alignment also connecting into Footpath 296;
 - ※ Footpath 296: runs on a north-south alignment through the site and around the southern and eastern boundary of Eastergate Church of England Primary School before connecting into Church Lane; and
 - ※ Footpath 317: connects with Footpath 296 and provides a route out of the site via the northern boundary and existing shared use path that runs between Ivy Lane and Church Lane, proving a direct connection to Ormiston Academy Six Villages Academy and Six Villages Sports Centre and Eastergate Church of England Primary School.
- 3.2.4. There is also a number of permissive paths that route through the site in a north-south and east-west direction connecting into this PRoW network.
- 3.2.5. In addition the PRoW network provides a number of off-site connections:
- ※ Footpath 299: routes from the A29 Westergate Street opposite Elmcroft Place on an east-west alignment and provides a connection to Hook Lane;
 - ※ Footpath 306: routes from the A29 Westergate Street opposite Ivy lane on an east-west alignment and provides a connection to Aldingbourne;
 - ※ Footpath 303: Elm Road, Lime Avenue and A29 Nyton Road;
 - ※ Footpath 321: Connects Church Lane to St Phillip Howard Roman Catholic High School and Barnham centre via Barnham Road.

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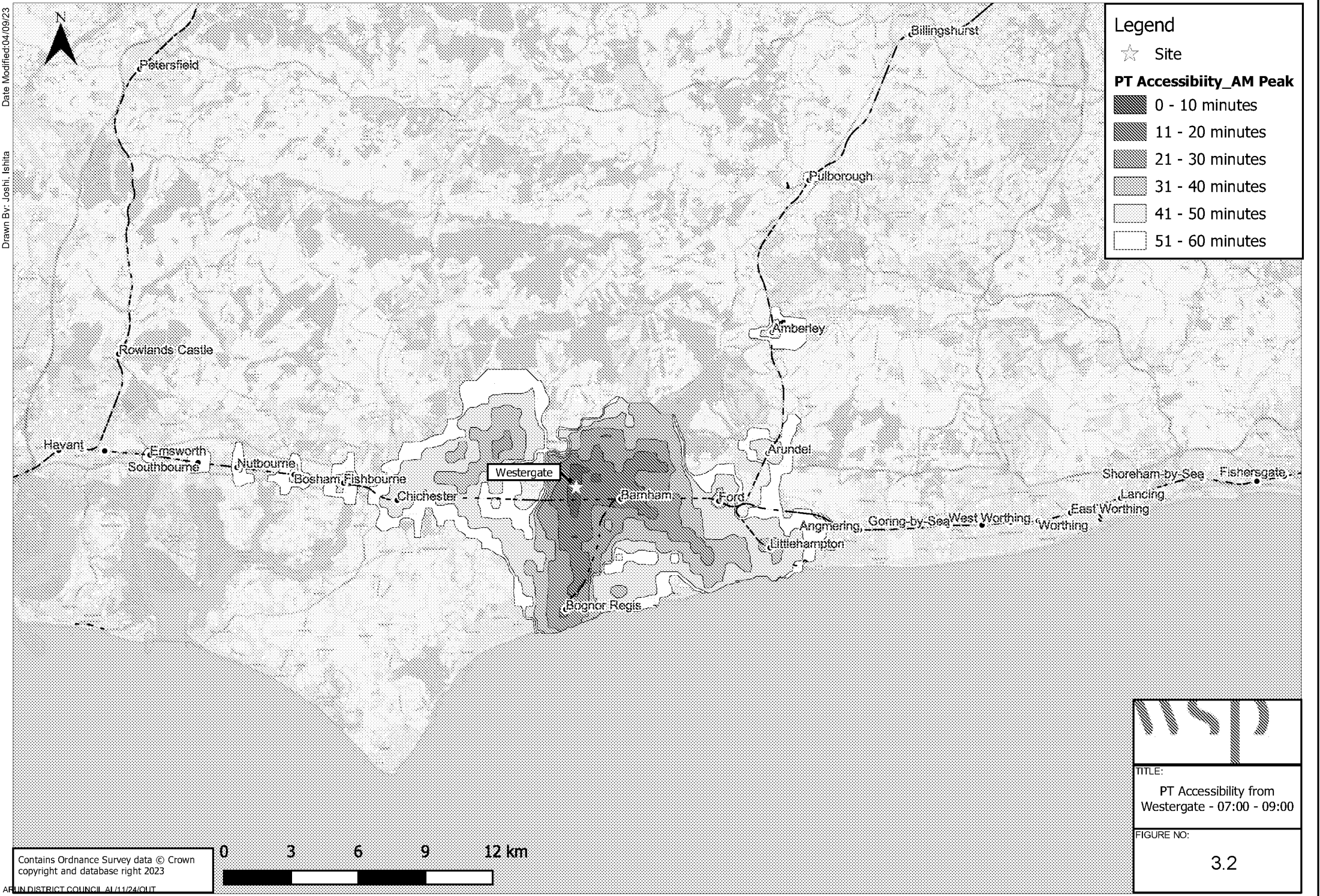


3.3 CYCLE NETWORK

- 3.3.1. There is no existing dedicated cycle network in the vicinity of the development. The nearest cycle routes are found along A259 linking Chichester to Bognor Regis. This comprises the National Cycle Network Route 2 which is a long distance cycle route and, when complete, will link Dover with St Austell via the South Coast of England. The route is currently 361 miles long. The provision along the A259 includes an off-carriageway cycle route providing a safe and suitable cycling connection.
- 3.3.2. Although there are no dedicated cycle routes located in the immediate vicinity of the site, A29 Westergate Street has sufficient width to allow for on-road cycling, with sufficient visibility along the length of the road and at junctions along the route. Also, within the vicinity of the site observed speeds taken from the ATC surveys appear suitable for cycling. Additionally, the B2233 Barnham Road provides sufficient width to enable on-carriageway cycling to occur, providing a connection from the site to Barnham Rail Station.

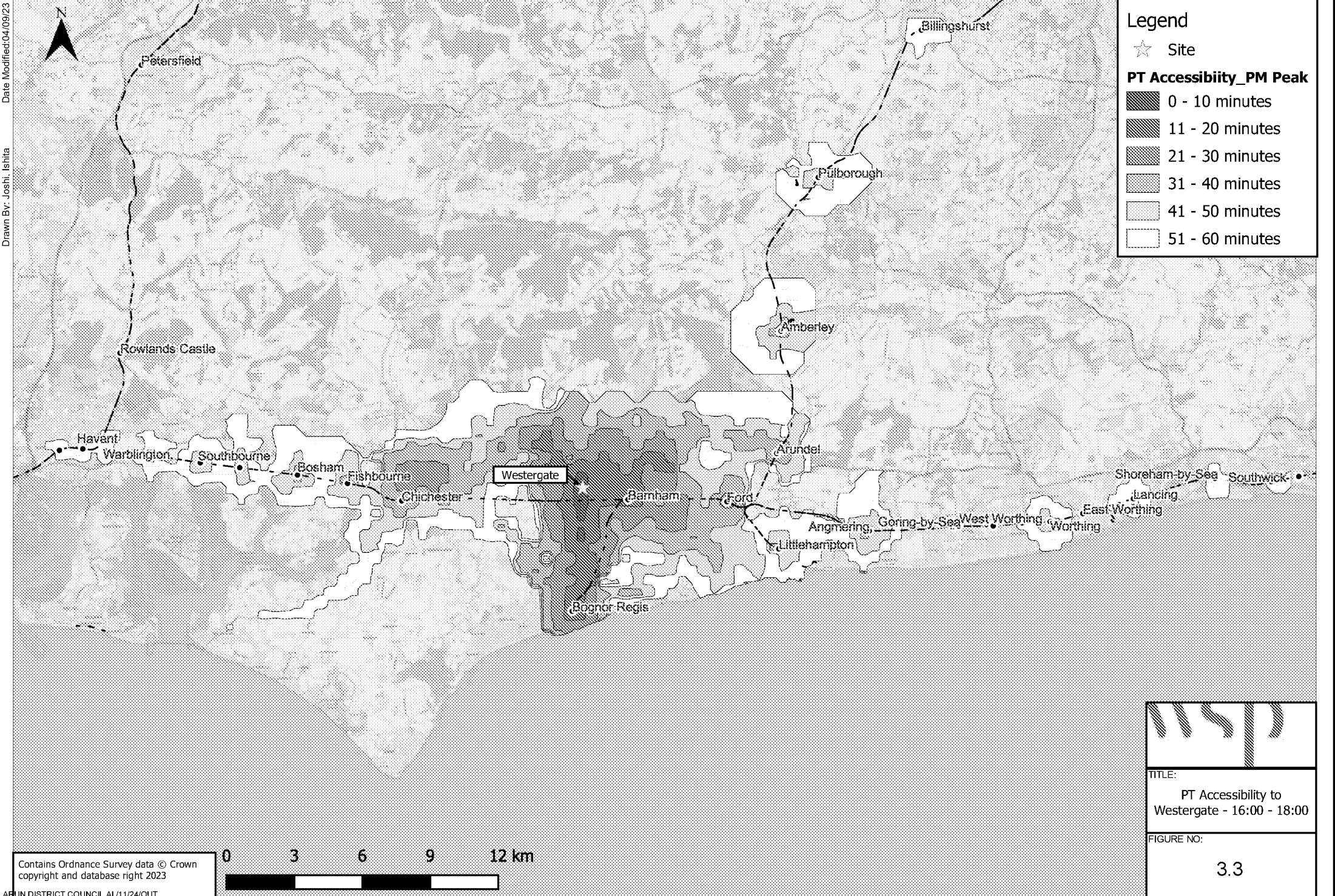
3.4 PUBLIC TRANSPORT

- 3.4.1. This section outlines the bus and rail network in the vicinity of the site and [Figure 3-2](#) and [Figure 3-3](#) show the public transport accessibility in the AM and PM peak respectively.



TITLE:
PT Accessibility from
Westergate - 07:00 - 09:00

FIGURE NO:
3.2



BUS NETWORK

- 3.4.2. The closest bus stop is 150 metres to the south of the access point along A29 Westergate Street. There are both northbound and southbound bus stops in this location. A bus stop flag is provided on both sides of the street. The stops are located on the footpath and a firm level service is provided at the stop location.
- 3.4.3. The stops are served by bus Route 66 provided by Compass Bus. Route 66 travels from Bognor Regis to Yapton via Barnham as a loop service. Northbound services travel onto Barnham Station and southbound services travel towards Bognor Regis. Services are provided Monday to Saturday, with no Sunday service. Bus times have been sourced from the Compass Bus website and as shown in **Table 3-1**.

Table 3-1 – Route 66 Bus Times

Direction	Times					
Southbound	0754	0906	1106	1324	1542	1720
Northbound	0831	1031	1250	1505	1648	1753

Bus stops within a 15-minute walk north of the site also provide access to services 85 and 500. The number 85 operates between Chichester and Arundel, whilst the 500 bus runs between Littlehampton and Chichester. The route 85 and route 500 bus services are summarised in **Table 3-2** and **Table 3-3**, respectively.

Table 3-2 - Route 85 Bus Times from The Island

Direction	Times				
Westbound	0816	1016	1216	1416	1616
Eastbound	0928	1110	1310	1517	1659

Table 3-3 - Route 500 Bus Times from War Memorial

Direction	Start time	End time	Buses per Day	Frequency
Westbound	05:55	00:24	32	30 minutes
Eastbound	05:35	23:43	33	30 minutes

RAIL NETWORK

- 3.4.4. The closest rail station is located at Barnham Station which is located two miles along the road network from the site (A29 and Barnham Road). The station is accessible on foot, by bicycle, car or via bus Route 66 as above. The station is serviced by the West Coastway line which runs between Southampton and Brighton, and a spur line to Bognor Regis. Services are provided to Southampton, Portsmouth, Bognor Regis, Brighton and London Victoria.
- 3.4.5. Station facilities include the provision of bicycle parking, car park (pay and display spaces), step free access and refreshment facilities. Car parking is provided for general vehicles, parking for people with disabilities, and vehicles with electric car charging.

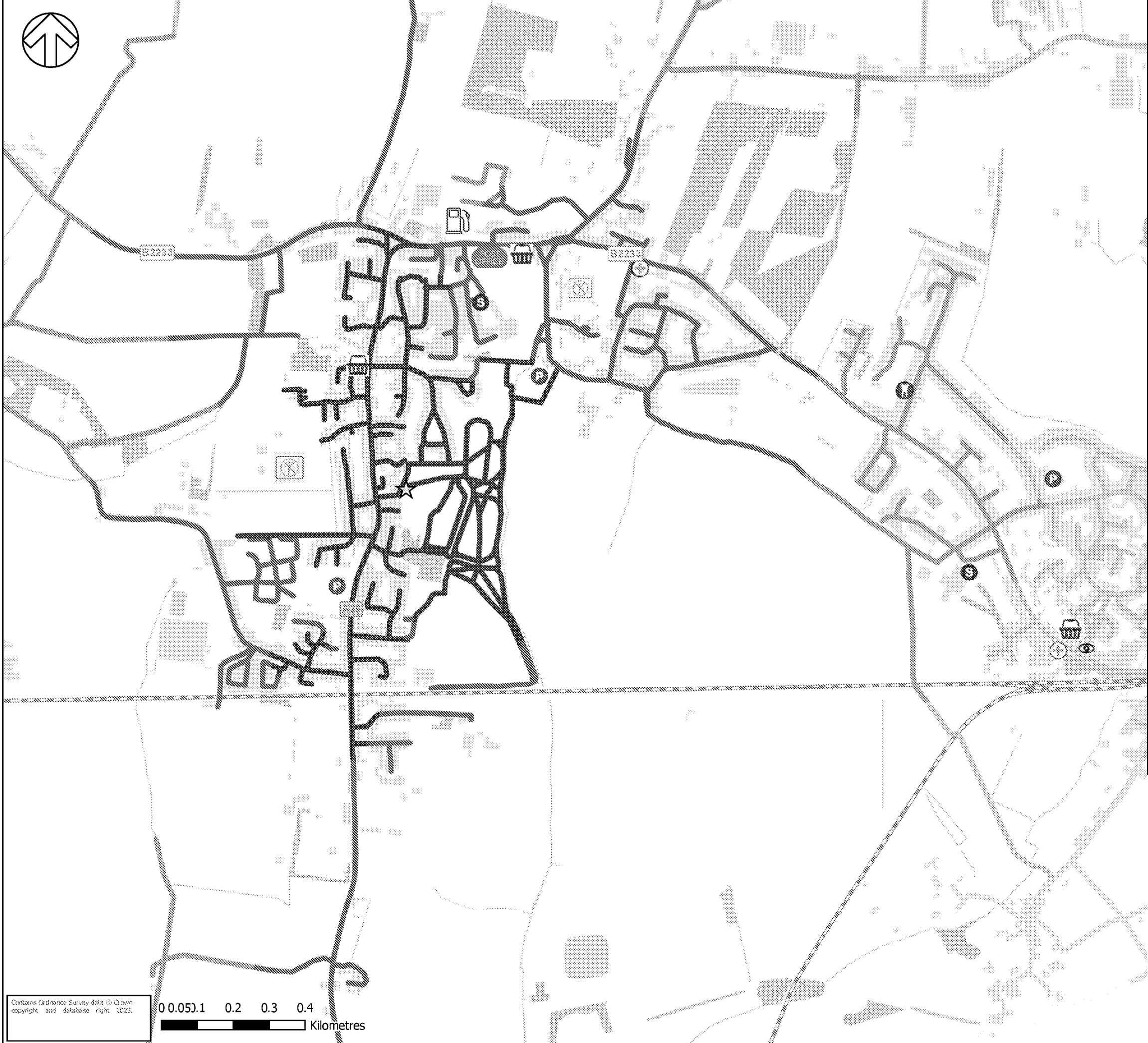
- 3.4.6. Train services are provided by Great Western and Southern Rail with details of destinations available shown in **Table 3-4**.

Table 3-4 - Rail services from Barnham

Destination	Number per hour
Brighton	2
London Victoria	4
Littlehampton	2
Bognor Regis	4
Southampton Central	2
Portsmouth and Southsea	3
Portsmouth Harbour	1

3.5 WALKING AND CYCLING ACCESSIBILITY TO LOCAL FACILITIES

- 3.5.1. The routes to village and to local facilities can be seen in **Figure 3-4** and **Figure 3-5**. These figures show approximate walking and cycling times from the site to facilities including schools, shops and Barnham Railway Station.



Key

☆ Site

Facility Type

Hospital

GP Practice

Pharmacy

Dentists

Opticians

School Type

Primary

Secondary

Walking Accessibility (4.8kph)

Walk Speed: 4.8kph

0 to 10 Minutes (0 - 800 Metres)

10 to 20 Minutes (800 - 1600 Metres)

20 to 30 Minutes (1600 - 2400 Metres)

30 to 40 Minutes (2400 - 3200 Metres)

40 to 50 Minutes (3200 - 4000 Metres)

50 to 60 Minutes (4000 - 4800 Metres)

Other Facilities

Convenience Store

Petrol Station

Leisure Facilities

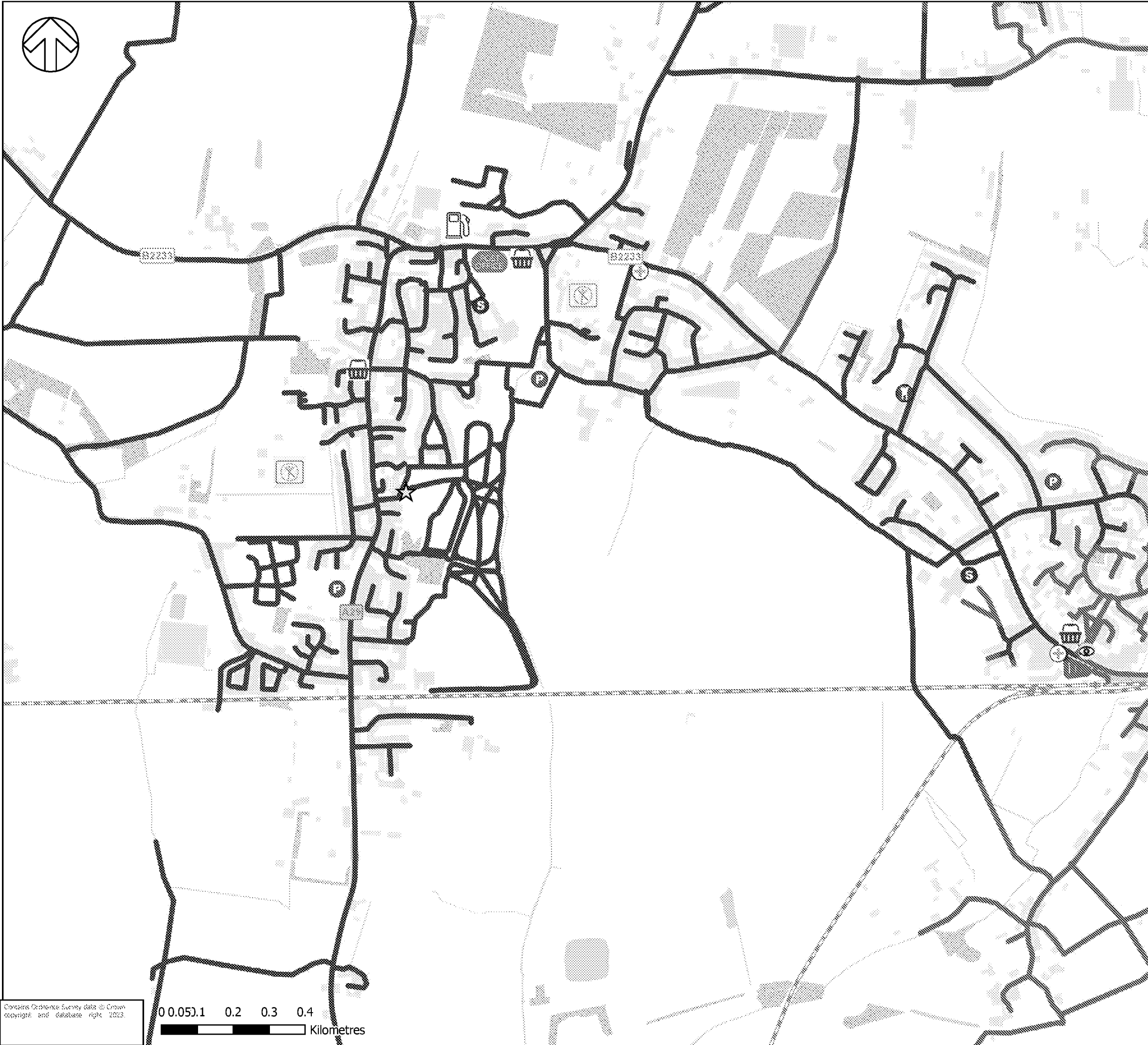
Post Office

TITLE:

Local Facilities Walking Distance

FIGURE No:

3.4



Key

★ Site

Facility Type

- Hospital
- GP Practice
- Pharmacy
- Dentists
- Opticians

School Type

- Primary
- Secondary

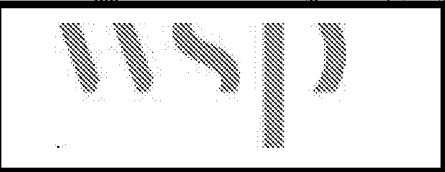
Cycling Accessibility (16kph)

Cycle Speed: 16kph

- 0 to 10 Minutes (0 - 2667 Metres)
- 10 to 20 Minutes (2667 - 5333 Metres)
- 20 to 30 Minutes (5333 - 8000 Metres)
- 30 to 40 Minutes (8000 - 10667 Metres)
- 40 to 50 Minutes (10667 - 13333 Metres)
- 50 to 60 Minutes (13333 - 16000 Metres)

Other Facilities

- Convenience Store
- Petrol Station
- Leisure Facilities
- Post Office



TITLE:
Local Facilities
Cycling Distance

FIGURE No:
3.5

WALKING AND CYCLING DISTANCES

- 3.5.2. Manual for Streets states: “walking offers the greatest potential to replace short car trips, particularly those under 2km”. The CIHT document ‘Providing for Journeys on Foot’, sets out further guidance pertaining to general recommended walking distances. This document advises that typically, 80% of all journeys under one mile (1.4km) are made on foot while 60% of all journeys under 2 miles (2.8km) are made on foot. It also sets out the following suggested acceptable maximum walking distances and may be used for ‘planning and evaluation purposes.
- 3.5.3. CD 143 – Designing for walking, cycling and horse-riding provides requirements and advice for the design of walking, cycling and horse riding facilities adjacent to motorway and all purpose trunk road network.
- 3.5.4. On the basis of the above, it is apparent that the majority of people would walk to destinations that are up to in the order of approximately 3km away, although the ‘preferred maximum’ is typically 2km for commuting and school purposes and 1.2km for other destinations. It is also apparent that the vast majority of people would cycle to destinations that are up to in the order of approximately 5km away, with a significant proportion would also cycling to destinations 8km away.

CYCLING

- 3.5.5. LTN 1/20 – Cycle Infrastructure Design – provides guidance on cycling (and walking) distances, stating: “two out of every three personal trips are less than five miles [8km] in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking.”
- 3.5.6. The National Travel Survey highlights that the average cycle trip is currently 3.4 miles (5.5km) while Local Transport Note 1/04 highlights the average distance travelled by Non-Motorised Users (NMUs) at that time and suggests that “...journeys up to three times [the average distance] are not uncommon for regular commuters” accepting that “...fitness and physical ability, journey purpose...and conditions” are relevant factors. It should also be noted that this distance is an average distance, and consequently, some people are willing to cycle further than this distance regularly.

ACCESSIBLE FACILITIES

- 3.5.7. A significant number of facilities are accessible on foot or by bicycle from the site within the acceptable distances set out above. These are shown in [Figure 3-4](#) and [Figure 3-5](#). A primary school and secondary school can be walked to in under 10 minutes (based on an assumed walking speed of 4.8kph) and cycled to in less than five minutes (based on an assumed cycling speed of 16kph). Barnham town centre is approximately 3.1km away and offers a range of shops and services. There are bicycle stands provided on Yapton Road, making cycling to the village centre a realistic modal choice.



- 3.5.8. lists the nearest examples of several types of facility within 2.4km of the site, a distance which can be covered in approximately 30 minutes on foot or ten minutes by bicycle.

Table 3-5 - Accessibility to Local Facilities

Facility Name	Location	Facility Type	Distance from Site Access on foot/ by bicycle
Aldingbourne Primary School	A29 Westergate Street	Primary School	400m
Aldingbourne Community Sports Centre	Olivers Meadow	Sports Centre	530m
Eastergate CE Primary School	Church Lane	Primary School	600m
Ormiston Six Villages Academy	Lime Avenue	Secondary School	680m
Six Villages Sports Centre	Lime Avenue	Sports Centre	680m
Hirange Supermarket	A29 Westergate Street	Convenience Store	7070m
Westergate Day Nursery	Lime Avenue	Nursery	900m
Eastergate Pre School	Barnham Road	Nursery	1,300m
The Croft Pharmacy, Eastergate	Barnham Road	Pharmacy	1,500m
Croft Surgery, Eastergate	Barnham Road	GP Practice	1,500m
Mr N Tsolis, Barnham	Downview Road	Dentist	1,900m

- 3.5.9. It can be seen from the information presented that the site has good accessibility to local facilities on foot or by bicycle.

4 TRAVEL PLAN VISION, OBJECTIVES AND TARGETS

4.1 TRAVEL PLAN VISION

- 4.1.1. Having an overarching vision is useful to determine what kind of residential development it would be desirable to achieve from a sustainable mobility perspective. Therefore, the overarching vision statement for the Travel Plan is:

‘The residential development at Westergate will accommodate residential and visitor journeys through a variety of integrated and sustainable transport options, with people able to access travel information on demand to make informed travel choices.’

- 4.1.2. This vision will assist in guiding the development, implementation, and evolution of this Travel Plan, helping to ensure residential and visitor journeys can be undertaken through a variety of integrated and sustainable travel options and thereby minimising the volume of single-occupancy car trips to and from the area. This will in turn alleviate traffic impacts on the surrounding highway network, reduce traffic congestion, improve air quality, and enhance the road safety characteristics of the local area.

4.2 TRAVEL PLAN OBJECTIVES

- 4.2.1. In pursuit of this vision, the Travel Plan for the Westergate residential development will be guided by specific objectives as set out below:

- ✧ To raise occupants’ awareness of the sustainable modes of travel available for travel to and from the development;
- ✧ To raise occupants’ awareness of the health, fitness and wellbeing benefits of walking and cycling for short journeys; and
- ✧ To facilitate travel by sustainable modes. These objectives will help define and shape investment decisions and the package of measures to be introduced, collectively helping to achieve the vision statement.

4.3 TARGETS

- 4.3.1. The targets of this Travel Plan have been tailored to deliver its objectives. In order to successfully implement modal shift, Travel Plan targets must be Specific, Measurable, Achievable, Realistic and Timed (SMART).
- 4.3.2. There are two types of targets that could be considered to aid the Travel Plan in delivering its objectives, ‘Action’ targets and ‘Aim’ targets. ‘Action’ type targets are physical actions that can be achieved by specified date, for example the appointment of a Travel Plan Co-Ordinator (TPC). ‘Aim’ type targets are those which relate to outcomes achieved through the implementation of measures, for example, achieving a change in modal split from that noted in the baseline analysis.

BASELINE MODE SHARE

- 4.3.3. In order to set a baseline to measure the progress of targets against, an examination has been made of the existing modal split of people residing locally to the proposed site using Method of Travel to Work data from the 2011 Census. It has been determined not to use 2021 Census Data due to the impacts of the UK COVID lockdowns on working patterns (i.e. remote working). Therefore, the use of 2011 Census Data is considered to be more representative. The proposed

development is located within the Barnham ward and any development in this area may reflect existing data trends before the introduction of travel plans.

Table 4-1 - Census Travel to Work Modes

Mode	Barnham Average share
Working from Home	8.1%
Train	8.3%
Bus, Minibus, Coach	0.5%
Taxi	0.1%
Motorcycle, Scooter, Moped	0.8%
Driving a Car	69.5%
Passenger in Car	4.3%
Bicycle	2.2%
On Foot	5.8%
Others	0.4%

- 4.3.4. The baseline mode share included in Error! Reference source not found. is included to give an indication of where improvements can be targeted and acts as a specific metric to set targets against. However, this mode share is for indicative purposes only and will therefore be confirmed by surveys of residents which shall be undertaken post-occupation. The proposed surveys are further detailed in the 'Monitoring' section of the Travel Plan.

AIM TARGETS

- 4.3.5. These types of targets would be quantifiable and would allow detailed evaluation of the main objectives of the Full Travel Plans to be made. They will be set out in detail as part of the Full Travel Plans and revised if necessary, after the baseline travel surveys are undertaken and analysed.
- 4.3.6. Aim type targets are generally based on achieving modal shift through reductions in car use, particularly cars only with a single occupant, and on increasing the use of sustainable modes such as walking and cycling.
- 4.3.7. It is noted that increases in walking, cycling and public transport mode shares would contribute to delivering a modal shift away from private car usage. Given the location of the Proposed Development there would be expected to be a natural modal shift towards these modes. Further promotion and consideration of these modes would be provided at the time the targets are being established within the Full Travel Plan.
- 4.3.8. The difference between end-users' expected travel behaviour should be considered when establishing aim type targets for Full Travel Plan.
- 4.3.9. Any interim targets set-out in the Full Travel Plans will be reviewed after the baseline travel surveys for each use have been undertaken.

4.3.10. The following 'Aim' target is set for the Travel Plan:

- ※ A 15% reduction in the mode share held by 'Car (driver)' compared to that found in the initial survey post-occupation.

4.3.11. The table below shows a biennial breakdown of how the mode share of each mode could change in line with the target above in the specified five year period.

Table 4-2 - Mode Share

Mode	Baseline Mode Share – Year 1 (%)	Year 3	Year 5
Working from Home	8.1%	9.1%	10.1%
Train	8.3%	8.3%	9.3%
Bus, Minibus, Coach	0.5%	1.5%	3.5%
Taxi	0.1%	0.1%	0.1%
Motorcycle, Scooter, Moped	0.8%	1.8%	1.8%
Driving a Car	69.5%	63.5%	54.5%
Passenger in Car	4.3%	5.3%	6.3%
Bicycle	2.2%	3.2%	5.2%
On Foot	5.8%	6.8%	8.8%
Others	0.4%	0.4%	0.4%

4.3.12. This target aims to reduced single occupancy car use and will in turn aid progress towards a reduction in single occupancy car use in the area local to the proposals.

4.3.13. Targets relating to the increases in travel on foot, via bicycle and via public transport will not be set until the initial travel survey has been undertaken.

ACTION TYPE TARGETS

4.3.14. The following action type targets are recommended, noting these will be agreed in detail as part of the Full Travel Plan:

- ※ Appoint a Travel Plan Coordinator (TPC) for the site prior to occupation of the Proposed Development;



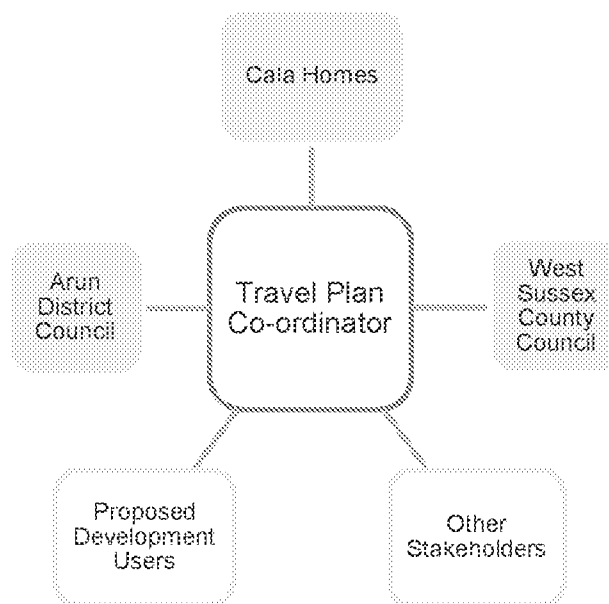
- ※ Cycle parking spaces to be provided in accordance with local standards. Cycle parking to be of a suitable type and to be provided in suitable locations (both in 'origin' and 'destination' terms) within the Site;
- ※ It is envisaged that Travel Welcome Packs would be produced. These would promote the range of sustainable transport modes available locally and the key measures that are provided as part of the infrastructure on the Site and as part of the Full Travel Plan;
- ※ Information could be provided to end-users via leaflets, notice boards across the Site, or by way of regular emails; and,
- ※ A website detailing the range of local facilities and amenities within a reasonable distance of the Site could also be provided. This could also promote the health benefits of travel by foot and cycle.

5 TRAVEL PLAN FRAMEWORK STRATEGY

5.1 MANAGEMENT

- 5.1.1. Overall responsibility of the Full Travel Plan will be with the Travel Plan Coordinator (TPC) that will be appointed in respect to the Site.
- 5.1.2. A management system will be set out that will require coordination between different agents and stakeholders to ensure that all interested parties are informed and have an input in the evolution of the Full Travel Plans. This management structure is indicatively shown in Figure 5-1 below.

Figure 5-1 - Travel Plan Management Structure



- 5.1.3. Specific details of people or groups acting on behalf of the above stakeholders will be detailed when the Full Travel Plan for the Proposed Development are prepared.

5.2 TRAVEL PLAN CO-ORDINATORS

- 5.2.1. At least one TPC will be appointed to take responsibility for the management of the Full Travel Plan for the Proposed Development.
- 5.2.2. The TPC role(s) will be funded directly by Cala Homes from the commencement of the Full Travel Plan and until the completion of the final monitoring surveys. After this time, it is envisaged that the TPC role time requirement will be reduced but will include keeping communications and public information up-to-date and relevant.
- 5.2.3. The responsibilities of the TPC can be summarised as:
- ※ Giving advice and information on transport-related subjects to occupiers of the Proposed Development;
 - ※ On-Site co-ordination of data collection for monitoring of the Full Travel Plans;



- » Ensuring information that is provided to users of the Site is up to date; and
- » Helping establish and promote the individual measures in the Full Travel Plans.

5.3 MARKETING

- 5.3.1. It is recognised that a marketing and communication strategy is key to the success of any travel plan. The marketing strategy for the Full Travel Plan will aim to raise awareness of the key services and facilities available and to disseminate travel information, measures and schemes designed to encourage sustainable travel.
- 5.3.2. All occupiers of the Proposed Development will be made aware of the relevant Full Travel Plan, including its purpose and objectives, along with specific measures. Marketing will be undertaken between the point of sale and first occupation of each dwelling for the scheme.
- 5.3.3. Full details of the marketing strategy for the Site will be introduced within the Full Travel Plan.

5.4 SECURING THE FULL TRAVEL PLANS AND FUNDING

- 5.4.1. The provision of separate Full Travel Plan for the Proposed Development, together with the implementation of specific land use targets, is envisaged to be secured through a planning condition(s) / S106 Agreement.
- 5.4.2. A commitment to the Full Travel Plan strategy for the Site forms part of the commitment to implement, monitor and review the Full Travel Plans when submitted to and approved by either WSCC or Arun DC.
- 5.4.3. Funding for the implementation, monitoring and management of the Full Travel Plan is expected to be secured by way of a S106 agreement.



6 BASELINE TRAVEL DEMAND

6.1 BASELINE TRAVEL SURVEYS

RESIDENTIAL BASELINE TRAVEL SURVEY

- 6.1.1. It is anticipated that a baseline travel survey for the Proposed Development will be undertaken following a minimum of 50% unit occupation - although the exact threshold will be subject to discussion and agreement - which will provide a reasonable quantum of data from which the breakdown of baseline travel modes can be established. This will also allow for any necessary changes to be made to the Residential Full Travel Plan with respect the baseline results, such as refined targets for example.
- 6.1.2. The baseline surveys will be detailed in the Residential Full Travel Plan. It is envisaged that it will include residents' and visitors' trips, as well as servicing and deliveries, and will be iTRACE and TRICS compliant.

7 PROPOSED MEASURES

7.1 INTRODUCTION

- 7.1.1. This section outlines some of the measures that could be incorporated into the Full Travel Plan and then implemented and reviewed as part of the strategy to maximise sustainable travel behaviour.
- 7.1.2. The measures have been grouped into two types, as follows, and considered in-turn in the following Sections:
- ※ **Hard measures:** these are engineering measures incorporated into the design of the Proposed Development; and,
 - ※ **Soft measures:** these relate to marketing and management-type strategies, which would be implemented so that Site users' sustainable travel behaviour is maximised.

7.2 SITE-WIDE HARD MEASURES

- 7.2.1. As mentioned above, these measures refer to engineering measures incorporated into the design of the Proposed Development to promote sustainable travel. Many infrastructure aspects of the Proposed Development design will influence travel patterns from the outset.
- 7.2.2. Some 'hard' engineering measures are set out below; however, it should be noted that many of these elements will be fixed and agreed at the relevant reserved matters stage of the planning process, given that the subject application is in an outline form.

WALKING AND CYCLING STRATEGY

- 7.2.3. The full internal layout of the Proposed Development will be fixed at the reserved matters stage of the planning process, however various pedestrian and cycle links will be provided within the Site to create a network of 'walkable' and 'cyclable' streets that provide access north-south and east-west through the site to nearby local facilities.
- 7.2.4. The East-West Link Road, which forms a detailed element of the Planning Application, consists of a 6.5-7.3m single carriageway road with a 2m footway on the northern side of the link and 2m footway plus an LTN1/20 compliant 3m segregated bidirectional cycle route provided on the southern side of link. This East-West link road will connect the existing A29 Westergate Street to the realigned A29 and onto B2233 Barnham Road (near Barnham Station) as part of the BEW strategic site, providing a direct link for pedestrians and cyclists to Barnham Station, proposed local centres within the BEW site and Barnham village centre.
- 7.2.5. In addition, the site is well connected via existing footways and enhanced PRow footpaths to surrounding residential areas, schools, village shopping and community facilities. Footpaths that fall within the red line boundary that will be upgraded as part of the development proposals are as follows:
- ※ Footpath 297: routes from the A29 Westergate Street, along Pine Close and connects into St Richard's Road. This will provide connections north to Westergate village centre, Six Villages Sports Centre, Ormiston Six Villages Academy and Eastergate Church of England Primary School;
 - ※ Footpath 298: provides a continuation of Footpath 297 on an east-west alignment connecting on Footpath 296, thereby providing a connection into the north-south routes through the site;

- ※ Footpath 300: on an east-west alignment and connecting into the north-south routes through site; and
- ※ Footpath 296 and 317: Provides a north-south connection with Footpath 298 and 300 to provide connections north to Westergate village centre, Six Villages Sports Centre, Ormiston Six Villages Academy and Eastergate Church of England Primary School.

7.2.6. Each of these routes, which also link into the wider pedestrian network and provide pedestrian connections to local facilities thereby removing the need to make trips by private car. Cyclists wishing to reach destinations to the north will be directed via the access onto St Richard's Road shown on via Ivy Lane and existing shared use path to Church Lane or onto the A29. This will also act as the route to access Barnham village centre and railway station prior to completion of the East-West link road.

7.2.7. Further details are provided in the TA that accompanies the application.

PARKING STRATEGY

7.2.8. The quantum, type and location of car and cycle parking provision will be provided in accordance with Arun District Council parking standards, as set out in the TA. In summary, the proposed parking strategy will:

- ※ Provide users of the Proposed Development with car parking provision that satisfies their needs but does not encourage the use of private vehicles;
- ※ Align with policy and best practice regarding provision of Electric Vehicle Charging Points (EVCP) to minimise carbon impact of car travel. . This means that 100% of houses and garages with a driveway or garage will be provided with EV charging points,; and
- ※ Provide parking provision for cycles and other micro-mobility modes (such as e-scooters) in an adequate quantum and form at appropriate locations across the Site in order to accommodate all projected demands and encourage use of micro-mobility travel modes.

7.2.9. There is also the potential to incorporate cycle hire facilities on the Site, subject to further discussion and agreement.

ADDITIONAL HARD MEASURES

7.2.10. A number of additional 'hard' engineering measures would be incorporated into the design of the Site to promote sustainable travel. Some potential 'hard' engineering measures are set out below, it should be noted that many of these elements are subject to further discussion and would be fixed and agreed at the relevant reserved matters stage of the planning process.

- ※ Mobility hub;
- ※ On-site car club;
- ※ E-bike docking and charging facilities;
- ※ Digital capability to display live transport information as well as availability of bikes and publicly accessible fast charging points;
- ※ Wayfinding and orientation information;
- ※ Click and collect services, including package lockers;
- ※ Bike maintenance / repair station;
- ※ Home-working hubs that facilitate on-site working; and,
- ※ Superfast broadband.

7.3 SOFT MEASURES

- 7.3.1. Soft measures refer primarily to marketing and management measures, as opposed to engineering measures incorporated into the design of the Proposed Development.
- 7.3.2. Examples of soft measures that could be implemented as part of the Full Travel Plan are provided below.

TPC APPOINTMENT

- 7.3.3. The TPC will be appointed prior to first occupation and will be responsible for managing and implementing the Full Travel Plan.

SUSTAINABLE TRAVEL WELCOME PACK

- 7.3.4. It is envisaged that new residents on first occupation to the homes would be provided with a Sustainable Travel Welcome Pack, promoting uptake of sustainable modes of transport and the various measures incorporated as part of the forthcoming Full Travel Plan.
- 7.3.5. Primarily, the welcome pack would highlight and promote the various 'hard' and 'soft' measures incorporated as part of the development. This could include the dissemination and promotion of the following, subject to further discussion and agreement:
- ※ Local on-Site and off-Site walking / cycling routes and facilities, including associated walk / cycle times to key destinations;
 - ※ On-Site cycle parking and EV parking arrangements;
 - ※ Local public transport options - including details of routes, timetable information, operators and fares;
 - ※ Rail season ticket costs;
 - ※ 'Doctor Bike' visits to the Site;
 - ※ Local cycle shop discounts;
 - ※ Free 'Sharing Your Journey to Work' scheme;
 - ※ Free 'Co-Wheels Car Club' membership
 - ※ Cycle training courses; and
 - ※ Local walking and cycling groups.

- 7.3.6. The Full Travel Plan document will also provide details of the appointed TPC and invite future residents to raise specific transport-related matters with them.
- 7.3.7. Moreover, information on the health benefits associated with alternative modes of transport could form part of the welcome packs.

NEWSLETTERS AND REGULAR COMMUNICATIONS

- 7.3.8. The TPCs will provide regular updates to users of the Proposed Development on the progress and issues related to the Full Travel Plans through regular newsletters and / or emails (in accordance with WSCC's travel plan management system). This would provide an opportunity to promote up and coming sustainable transport events within the Proposed Development and the surrounding area, as well as a chance to remind users of sustainable transport options and encourage the use of these modes.

- 7.3.9. Travel planning information boards will be located within the main sales office and in central areas of the development. This will raise awareness amongst residents of available transport choices, highlighting the benefits of sustainable travel associated with the location of the development.

PERSONAL TRAVEL PLANNING SERVICE AND SALES STAFF TRAINING

- 7.3.10. The TPC will be available to provide personalised travel planning advice to occupants of the development. The TPC can identify routes to public transport services to best meet journey requirements of occupants travelling to work, schools, and other key facilities.
- 7.3.11. The personalised journey planning service detailed above will also accommodate the specific journey planning requirements of mobility impaired occupants of the site.
- 7.3.12. Training will also be provided to sales staff that will be responsible for meeting with prospective residents. The training will ensure that sales staff are familiar with the vision and objectives of the Travel Plan and are able to communicate the sustainable travel opportunities to prospective buyers. Sales and marketing literature will also highlight the sustainable nature of the development, in terms of location and connectivity to local amenities.

TRAVEL INFORMATION WEBSITE

- 7.3.13. The TPC will develop a dedicated website for residents containing up-to-date and clear information regarding the sustainable travel options for access to and from the development. The website will include information about local public transport routes, local amenities and facilities, walking and cycling maps and additional links to car sharing opportunities, such as 'Co-Wheels' in Eastleigh who have agreed to provide an on-site vehicle.
- 7.3.14. Links to other travel information portals can also be provided on the website.
- 7.3.15. Apps that provide relevant on-to-go travel information will also be promoted to residents.

PROMOTIONAL EVENTS

- 7.3.16. Use of sustainable modes of transport will be promoted all year round and will be further encouraged through involvement in national promotional events. Some of these are:
- ※ National Bike Week;
 - ※ Walk to Work Week;
 - ※ National Liftshare Day; and
 - ※ Challenges run through workplaces and local communities.
- 7.3.17. Information about these events will be included in the TIPs, as well as on the on-site information boards. Coordination of the events will be facilitated by the TPC.

7.4 PROMOTING WALKING AND CYCLING

- 7.4.1. The following schemes can be adopted by the TPC to promote walking and cycling to residents of the development:
- ※ Provision of walking and cycle route maps, including information about the Sustrans National Cycle Network, which locally runs through Southampton, Eastleigh and up to Winchester and beyond;
 - ※ The offer of a £50 Halfords cycle purchase voucher, per household upon first occupation;

- ※ If the resident surveys show a demand then a Bike User Group can be established, creating a community within the development for those who are interested to discuss best practice, cycle safety, routes etc;
- ※ 'Bike Surgeries' or 'Bike Doctors' will be asked to attend sustainable travel events at the development, where those who cycle can have their bikes serviced and repaired;
- ※ A bike hire / share scheme;
- ※ Provision of cycle confidence training information;
- ※ Information about cycle safety, security and best practice for winter cycling;
- ※ Information about other community walking and cycling opportunities in the local area;
- ※ Coordination with local schools to organise walking to school events for families living in the development.

7.5 PROMOTING PUBLIC TRANSPORT USE

- 7.5.1. The TPC will provide all residents with public transport timetables and maps for the local area. These will be provided in the TIPs and will include:
- ※ Journey timetables for the local area and the wider rail network;
 - ※ Other methods of public transport available in the local area.
- 7.5.2. The TPC should collaborate with local public transport providers to improve services, negotiate discounts and offer trial initiatives as incentives for residents to use public transport. Public transport taster vouchers should be to a minimum value of £50 per household. Residents will need to complete and return a form to obtain the vouchers so that the uptake of the travel offer can be recorded and monitored.

7.6 PROMOTING EFFICIENT CAR USE

CAR PARKING MANAGEMENT

- 7.6.1. The development will provide car parking aligned with Arun District parking standards

ELECTRIC VEHICLES

- 7.6.2. Electric vehicle charging points will be available within the development. This will encourage the uptake of electric vehicles which do not emit harmful emissions.

CAR SHARING

- 7.6.3. In order to ensure the most efficient levels of car usage, car sharing will be encouraged wherever possible. This will help to reduce the total number of journeys made by car in the first instance, whilst encouraging a pattern of more efficient car use.

CAR CLUB

- 7.6.4. Co-Wheels have agreed will provide one on-site car club vehicle for the three years of occupation, funded by the developer, which will be further promoted to residents by the TPC. Residents will be granted the first year of membership for free and provided with an amount of driving credit at no charge. The TPC will monitor the use and demand of the car club to determine whether the scheme requires more promotion or if additional cars could be added to the scheme.
- 7.6.5. Co-Wheels offer marketing material for on-site promotion of the car club. As a membership incentive, Co-Wheels can market free membership to residents as a benefit paid for by the



developer to encourage scheme take-up upon first occupation. This entitles the occupier to a free £25 membership with no monthly fees, and £25 driving credit.

- 7.6.6. The overall aim is for the car club to become self-financing, which will benefit residents of Proposed Development and wider local community.

HOME WORKING AND SHOPPING

- 7.6.7. All dwellings will be fitted with broadband facilities providing the opportunity for residents to work and shop from home, therefore reducing the need for car-based travel to be undertaken.

8 MONITORING AND REVIEW

8.1 INTRODUCTION

- 8.1.1. A programme of monitoring and review will be implemented to generate information by which the success of the Full Travel Plans will be evaluated. This will help to establish whether the agreed objectives and targets are being met. Monitoring and review will be the responsibility of TPC although the TPC may choose to appoint a third-party / consultant to undertake this process.

8.2 MONITORING AND REVIEW

- 8.2.1. The TPC will be responsible for monitoring the Full Travel Plans and for reporting any findings and updates to WSCC / ADC as appropriate.
- 8.2.2. Monitoring will include reporting the implementation of the Travel Plan Measures to WSCC / ADC. This is proportionate to the nature of the development and the objectives and targets of the Travel Plan. It will be the Cala's responsibility to report the following to WSCC / ADC within three months of completion of each item or on an annual basis where completion is phased:
- ✧ The completion and availability of the secured cycle parking provision;
 - ✧ The completion and availability of the secured car parking provision;
 - ✧ The completion and availability of broadband access in homes;
 - ✧ The availability of a personalised journey planning service;
 - ✧ The availability of a car club scheme;
 - ✧ The dissemination of the Sustainable Travel Welcome Pack to occupants of each dwelling; and
 - ✧ The provision and population of a Sustainable Travel Information Notice Board.
- 8.2.3. Travel surveys of residents are proposed to monitor progress against the mode share targets which have been set for the development. The scope of the surveys to be undertaken are as follows:
- ✧ Initial surveys to be undertaken one year after first occupation; and
 - ✧ Full surveys will then be undertaken every other year until the fifth year following first occupation or longer if the development is not fully complete in that time-frame. In between full surveys, snapshot surveys will be conducted.

Table 8-1 - Monitoring Timetable

	Baseline (year 1)	Year 2	Year 3	Year 4	Year 5
Level of Report	This will be submitted one year after occupation and consist of the baseline survey results found in the updated Full Travel Plan and a monitoring report.	Snapshot Survey	Full Survey and Monitoring Report	Snapshot Survey	Full Survey and Monitoring Report



- 8.2.4. The results of the travel surveys shall be reported to WSCC / ADC. Should the results demonstrate that adequate progress is not being made towards meeting the agreed targets, further measures will be considered to ensure that the targets are appropriately satisfied.

REVIEW

- 8.2.5. The TPC would report the results of the baseline / monitoring surveys to WSC / ADC within three months of receipt of the results. The approving authority, relevant stakeholders and the TPC would then review the results and, if appropriate, revise targets accordingly. The results of the travel surveys and any revised targets would then need to be included in subsequent revisions of the Full Travel Plan (or through Monitoring Reports), as appropriate.

8.3 ACTION PLAN

- 8.3.1. To enable specific actions to be monitored and tracked, an Action Plan would be provided as part of the Full Travel Plans, containing measurable outputs. An example of an Action Plan is given below.

Table 8-2 – Example of Action Plan and Target Dates

Action	Target date	Funding	Responsibility
Appointment of TPC(s)	Prior to first occupation of each use	Cala	Cala
Agree Travel Plan Objectives with West Sussex County Council	Within three months of the commencement of the first phase of development	Cala	TPC
Agree Travel Plan Measures and Sustainable Travel Welcome Pack with West Sussex County Council	Within three months of the commencement of the first phase of development	Cala	Cala
Provisions of cycle parking secured through planning	Prior to first occupation or phased with progress of the development	Cala	Cala
Provision of car parking secured through planning	Prior to first occupation or phased with progress of the development	Cala	Cala
Availability of a car club / hiring scheme	Prior to first occupation of each dwelling		Co-wheels have agreed to provide a car club vehicle on-site
Availability of broadband access in homes	Prior to first occupation of each dwelling	Cala	Cala
Availability of a personalised journey planning service	Within three months of the commencement of the first phase of development	Cala	TPC
Promoting and issuing Co-wheels Car club incentives	At first occupation of each dwelling or within three months of the commencement of the first phase of development	Cala	TPC
Distribution of Sustainable Travel Welcome Packs	Upon first occupation of each use	Cala	TPC
Creation of sustainable travel website and noticeboards	Prior to first occupation	Cala	TPC
Baseline Surveys – TRICS compliant baseline surveys to be undertaken.	Within 6 months of 50% occupation of the dwellings and within 6 months of occupation of other uses.	Cala	TPC



Action	Target date	Funding	Responsibility
Monitoring – Monitoring Report / Updated travel plan to be submitted to WSCC / ADC within three months of receiving the monitoring surveys results.	Within 3 months of each monitoring survey results being received	Cala	TPC

9 SUMMARY AND CONCLUSIONS

- 9.1.1. WSP has commissioned by Cala Homes to provide transportation advice in support of the delivery of a residential-led development at the Land East of Westergate (the 'Site').
- 9.1.2. This Travel Plan outlines opportunities for encouraging future users of the Proposed Development to use sustainable travel modes. It is envisaged that this FTP will be taken as the basis for the production of a Full Travel Plan.
- 9.1.3. In summary, this FTP demonstrates:
- ※ Cala Homes is committed to maximising sustainable travel;
 - ※ The Site is well located to facilitate travel by non-car modes;
 - ※ The accessibility credentials of the Site by non-car modes will be enhanced as part of the Proposed Development and / or subsequent reserved matters application through the provision of various 'hard' and 'soft' measures;
 - ※ It is projected that a significant proportion of trips will be undertaken by non-car modes, which will be further enhanced through the travel planning strategy;
 - ※ A framework strategy has been set out herein for the production of Full Travel Plan, detailing the likely management structure for these documents; and,
 - ※ A number of potential measures, monitoring strategies, marketing strategies, and mechanisms to secure and fund the Full Travel Plans have been identified. These matters would be subject to further discussion with WSCC / ADC and would be fixed as part of the Full Travel Plan for the site.
- 9.1.4. In conclusion, it is considered that the proposed travel planning strategy for the Site accords with relevant policy and best-practice guidance.



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